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The Hongkong Telegraph

WEATHER FORECAST
FINE.
Barometer 29.83.

October 11, 1916. Temperature 6 a.m. 75 2 p.m. 82
Humidity 84 63

October 11, 1915. Temperature 6 a.m. 80 2 p.m. 85
Humidity 78 69

7481 日五十月九

WEDNESDAY, OCTOBER 11, 1916.

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TELEGRAMS. CONDENSED.

MR. RUNCIMAN SAYS PRICE WHEAT & FREIGHTS THEREON WILL BE FIXED. BULGARIANS HAVE NOW ABANDONED THE DEMIRHISAR-SERES RAILWAY. PROFESSOR LAMBROS HAS FORMED A MOST COLOURLESS GREEK CABINET. A RUSSIAN DESTROYER SUNK 2 OF 3 SUBMARINES OFF JEPNOVALOK. THE BRITISH SUCCESSFULLY RAIDED ENEMY TRENCHES NEAR GIVENCHY. GERMAN GOVERNMENT WILL ASK FOR CREDIT OF 12,000,000,000 MARKS. STEPS ARE TAKEN TO SECURE WHEAT AND FLOUR FOR BRITAIN. THE COMMITTEE ON POST-WAR TRADE HOPES TO REPORT SHORTLY. MR. LANSING HAS CONFERRED WITH PRESIDENT WILSON ON SUBMARINING. THERE IS NO EVIDENCE OF GERMAN SUBMARINE BASE IN U.S. WATERS. THE BRITISH HAVE OCCUPIED KALENDRA, FOUR MILES EAST OF SERES. THE ITALIANS OCCUPIED ENTRENCHMENTS ON MOUNT PASUBIO. THE AUSTRIANS HAVE SHELLED GORIZIA, DAMAGING BUILDINGS. THE SPEEDY INTERVENTION OF GREECE IS EXPECTED AT SOFIA.

[All telegrams appearing in large type are the latest, having been received during the course of the day. Those in small type have come through over-night.]

TWO GERMAN SUBMARINES SUNK.

[Reuter's Service to The "Telegraph."]

October 10, 2.30 p.m.
According to Reuter's correspondent at Christiania, a Finnish newspaper states that a Russian destroyer sank two German submarines out of three which bombarded the wireless station at Japovalok, on the Murman coast, on Saturday, destroying the mast and killing several people.

THE GREEK CRISIS.

A Colourless Cabinet Formed.

October 10, 12.05 p.m.
According to Reuter's correspondent at Athens, Professor Lambros has formed a most colourless Cabinet, which includes the pro-Gounarist, M. Tsolos, as Minister of the Interior, and M. Zolostas (ex-Minister at Sofia) as Minister for Foreign Affairs.

Intervention Anticipated.

October 10, 10.35 p.m.
According to Reuter's correspondent at Amsterdam, the Berlin *Tageblatt* learns that political circles at Sofia expect the speedy intervention of Greece.

FIXING WHEAT PRICES.

October 10, 6.10 p.m.
In the House of Commons, Mr. Runciman indicated that the price of wheat and the freights thereof would be fixed.

IN THE BALKANS.

British Occupy Kalendra.

October 10, 4.05 p.m.
A British official message from Salonica states:—We have occupied Kalendra, four miles to the east of Seres. We continue to bombard enemy trenches on the Doiran front.

Bulgarians Abandon Railway.

October 10, 6.10 p.m.
There is an official announcement to the effect that the occupation of Kalendra is west and not east of Seres, which means that the Bulgarians have abandoned the Demirhisar-Seres Railway.

THE ALLIED OFFENSIVE.

Enemy Trenches Again Raided.

October 10, 2.05 p.m.
General Sir Douglas Haig, in a communique, says:—South-west of Givenchy we carried out a successful raid on enemy trenches.

POST-WAR TRADE.

October 10, 5.35 p.m.
In the House of Commons, Mr. Bonar Law announced that the Committee on Trade After the War, with special reference to the recommendations of the Paris Conference, hoped to be able to report shortly.

Sir Edward Carson:—Will legislation be introduced to prevent the dumping of German goods?
Mr. Bonar Law:—That might be necessary, but it has not yet been considered.

ITALIAN SUCCESSES.

October 10, 10.35 p.m.
An official announcement from Rome says:—We stormed and captured entrenchments on Mount Pasubio. Enemy attacks elsewhere were repulsed.

The enemy shelled Gorizia, damaging buildings and causing a few casualties.

An Italian detachment occupied Alisura, to the south-east of Tepeleni, on the Vojussa an Albanian.

NEW GERMAN WAR CREDIT.

October 10, 5.35 p.m.
According to Reuter's correspondent at Amsterdam, the *Kölnische Volkszeitung* says the German Government will ask the Reichstag for a war credit of twelve thousand million marks.

TELEGRAMS.

THE NEW SUBMARINE CAMPAIGN.

An American Conference.

[Reuter's Service to The "Telegraph."]

October 10, 7.30 p.m.
According to a message from Long Branch, New Jersey, Mr. Lansing, Secretary of State, is conferring with President Wilson on the question of the German submarine raids.

No Base in American Waters.

October 10, 7.30 p.m.
It is officially stated that there is no evidence of the existence of a German submarine base in American waters.

Liners Taking Precautions.

October 10, 7.30 p.m.
Reuter's correspondent at Newport says that wireless messages from the liners Cameronia and Frederik VIII show that they are proceeding towards New York well off their customary courses.

FLOUR AND WHEAT FOR BRITAIN.

October 10, 5.35 p.m.
In the House of Commons, Mr. Runciman announced that the Government had decided to appoint a Royal Commission with full powers to take adequate steps to secure a full and regular supply of wheat and flour. A large purchase of Australian wheat had been made, and steps would be taken to provide the required tonnage for the conveyance of the wheat to Britain.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

THE ALLIED OFFENSIVE.

British Inflict Heavy Losses.

October 10, 12.35 a.m.
General Sir Douglas Haig, in an official despatch, reports:—
In the neighbourhood of Le Transloy a party of the enemy was caught in the open by our artillery, and dispersed.
Serious losses were inflicted at Stuff Redoubt.
A strong enemy party rushed the crater in front of our lines south-east of Souchez, but were immediately ejected, with heavy casualties.

Artillery Active.

October 10, 1.05 a.m.
A Paris communique reports that there has been sustained reciprocal artillery activity on the Somme, being especially lively at Barleux, Belloy and Denicourt.
An enemy attack from the St. Pierre Vaast salient was repulsed and a subsequent reconnaissance was dispersed by our machine guns.

The Battle for Le Sars.

October 10, 1.05 a.m.
Reuter's correspondent at Headquarters states that the battle for Le Sars was largely a blind battle, dirty weather for several days preventing aerial reconnaissance.
Thus the strength of the new defences was not ascertainable accurately. Numbers of fresh trenches, strongly held, were encountered, greatly impeding progress from the direction of Eucoourt.
But a force from the south swept on grandly, until it reached a sunken road emerging half way through the village.
Here a violent resistance was met with, and fierce hand to hand fighting took place, lasting a long time.
The prisoners, of whom there were three hundred, say that the British fought like tigers.
The defenders of the village included a battalion from Malines.
The great advantage of our new commanding positions was illustrated on Saturday, when our artillery twice dispersed the enemy, who was seen gathering to attack.

GERMANY AND AMERICA.

German Ambassador Calls on President Wilson.

October 10, 1.05 a.m.
A message from Long Branch states that the German Ambassador, Count von Bernstorff, called upon President Wilson to deliver the Kaiser's answer to President Wilson's letter regarding American aid for the starving people of Poland.
The Kaiser's letter was among those brought by the submarine U53.
Before receiving Count von Bernstorff President Wilson told the journalists that Germany would be held to the complete fulfilment of her promises to the United States. He added that he had no right to question Germany's good faith. He intended to bring the matter of the submarine attacks close to the American coast to Count von Bernstorff's attention.

A Warship Patrol.

October 10, 1.05 a.m.
Reuter's correspondent at Washington states that the Navy Department has begun preparations to establish a patrol of warships off the coast.

TELEGRAMS.

GERMAN AND AMERICA.

Germany's Promises.

[Reuter's Service to The "Telegraph."]

October 10, 4.20 a.m.
Reuter's correspondent at Long Branch says that after Count von Bernstorff's call it was stated that peace was not discussed; but President Wilson brought up the question of submarine attacks in the Atlantic.
Count von Bernstorff told the President that he had no information from Germany but he was confident that Germany's promises would be kept.

THE RUMANIAN WITHDRAWAL.

October 10, 7.25 p.m.
A Bukarest communique says that the Rumanians in the Brasso district have been obliged to retire towards the northern ends of the Carpathian Passes. There were minor infantry and artillery actions favourable to the Rumanians in the Caneni and Vulcan Passes, fierce artillery duels east of Zimicea, on the Danube, and artillery and patrol engagements in Dobruja.

TRIBUTE TO AUSTRALIANS.

The Winning of Pozieres.

The capture of Pozieres by Australian troops was one of the finest of the many fine achievements which go to make up the Battle of the Somme. "They fought such a fight," it is said in a communication which the High Commissioner for Australia has received from France, "that the famous division of British Regular troops on their flank sent them a message to say that were proud to fight by the side of them."

Pozieres has been completely in British possession for nearly a month, and our lines have now been pushed much further north, north-west, and north-east; but, even so, the following account of the actual fighting for, and in, the village, taken from the message to the High Commissioner, will be read with interest and admiration:—

The Night Attack Launched.

That night [July 22] our field artillery lashed down its shrapnel upon the German front line in the open before the village. A few minutes later this fire lifted and the Australian attack was launched.

The Germans had opened in one part with a machine-gun before that final burst of shrapnel, and they opened again immediately after. But there would have been no possibility of stopping the charge with a fire twenty times as heavy. The difficulty was not to get the men forward, but to hold them. With a complicated night attack to be carried through it was necessary to keep the men well in hand.

The first trench was a wretchedly shallow affair in places. Most of the Germans in it were dead—some of them had been lying there for days. The artillery in the meantime had lifted on to the German trenches in their back. Later they lifted to a further position yet. The Australian infantry dashed at once from the first position captured across intervening space over the tramway and into the trees.

It was here that the first real difficulty arose along parts of the line. Some sections of it found in front of them the trench which they were looking for—an excellent deep trench which had survived the bombardment. Other sections found no recognisable trench at all, but a maze of shell craters and tumbled rubbish or a simple ditch reduced to white powder. Parties went on through the trees into the village searching for the position and pushed so close to the fringe of their shell-fire that some were wounded by it. However, where they found no trench they started to dig one as best they could. Shortly after the bombardment shifted a little further, and a third attack came through and

swept in most part right up to the position which the troops had been ordered to take up.

As daylight gradually spread over that bleached surface Australians could occasionally be seen walking about in the trees and through the part of the village they had been ordered to take. The position was being rapidly "consolidated."... That night, after dark, the Australians pushed across the road through the village. By morning the position had been improved, so that nearly the whole village was secure against sudden attack.

Days and Nights of Shelling.

In the heart of the village itself there was little more actual hand-to-hand fighting. All that happened there was that from the time when the first day broke and found the Pozieres position practically ours, the enemy turned his guns on to it. Hour after hour—day and night—with increasing intensity as the days went on, he rained heavy shell into the area. It was the sight of the battlefield for miles around—that reeking village. Now he would send them crashing in on a line south of the road—eight heavy shells at a time, minute after minute, followed up by burst upon burst of shrapnel. Now he would place a curtain straight across this valley or that till the sky and landscape were blotted out, except for fleeting glimpses seen as through a lift of fog. Gas shell, misty with chloroform, sweet-scented tear shell that made your eyes run with water, high bursting shrapnel with black smoke and a vicious high explosive rattle behind its heavy pellets, ugly green bursts the colour of a fat silk-worm, huge black clouds from the high explosive of his five-point-nine. Day and night the men worked through it, fighting this horrid machinery for over the horizon as if they were fighting Germans hand-to-hand—building up whatever it battered down; buried some of them not once but again and again and again. What is a barrage against such troops? They went through it as you would go through a summer shower—too proud to bend their heads many of them because their mates were looking. I am telling you of things I have seen. As one of the best of their officers said to me, "I have to walk about as if I liked it—what else can you do when your own men teach you to?" The same thought struck me not once but twenty times.

On Tuesday morning the shelling of the day before rose to a crescendo and then suddenly slackened. The German was attacking. It was only a few of the infantry who even saw him. The attack came in lines at fairly wide intervals up the reverse slope of the hill behind Pozieres. Before it reached the crest it came under the sudden barrage of our own shrapnel. The German lines swerved away up the hill. The excited infantry on the extreme right could see Germans crawling over as quickly as they could from one shell crater

WHAT HERR HARDEN SAYS.

Germany's Worst Enemies German Braggarts.

Berne, Aug. 17.—The last issue of the *Zukunft* has been prohibited in Austria, though so far it has escaped the censor in Germany. Here are some extracts from Maximilian Harden's article on the situation, which fills the whole number:—

The worst enemies of Germany are the braggarts who try to make the German people believe that the war is won. These braggarts would annex Belgium and Serbia, deprive England of her maritime fleet, might take from France her richest territories, humiliate Russia. Such a peace is inconceivable unless the three great nations of the Allied Entente are not forced to sue humbly for the end of hostilities.

The Russian armies occupying Galicia and Bukovina are approaching the Carpathians. Supposing they are driven back, who can promise that next spring will not bring another Russian invasion more formidable even than those already witnessed? No! France is still ardent with righteous fury and with indomitable resolution. England and France have declared that this is not their great offensive on the Somme, but merely a fragment of the whole. The future will show whether England and France were uttering empty boasts.

For this moment it is certain that the hour has not yet come for Germany to divide the world and to settle its future.

to another, grey-backs hopping from hole to hole. Our guns blazed away hard, but most of our infantry never got the chance it was thirsting for. Our artillery beat back that attack before it was over the crest, and the German broke and ran. Again the enemy's artillery was turned on. Pozieres was pounded more furiously than before until, by 4 in the afternoon, it seemed to onlookers scarcely possible that humanity could have endured such an ordeal. The place could be picked out for miles by pillars of red and black dust towering like a Broken Hill duststorm. Then Germans were seen to be coming on again exactly as in the morning. Again our artillery decimated upon them like a hailstorm, and nothing came of the attack.

During all this time, in spite of the shelling, troops were slowly working forwards through Pozieres, not backwards. Every day saw fresh ground gained. A great part of the men who were working through it had no more than two or three hours sleep since Saturday—some of them none at all, only force, hard work all the time.

DON'T FORGET.

TO-DAY.

Rijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

"Our Day" Concert.—Victoria Theatre; 9 p.m.
Rijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.
Friday, October 13.
Boxing.—Tournament at the City Hall; 9.15 p.m.

NOTICES.

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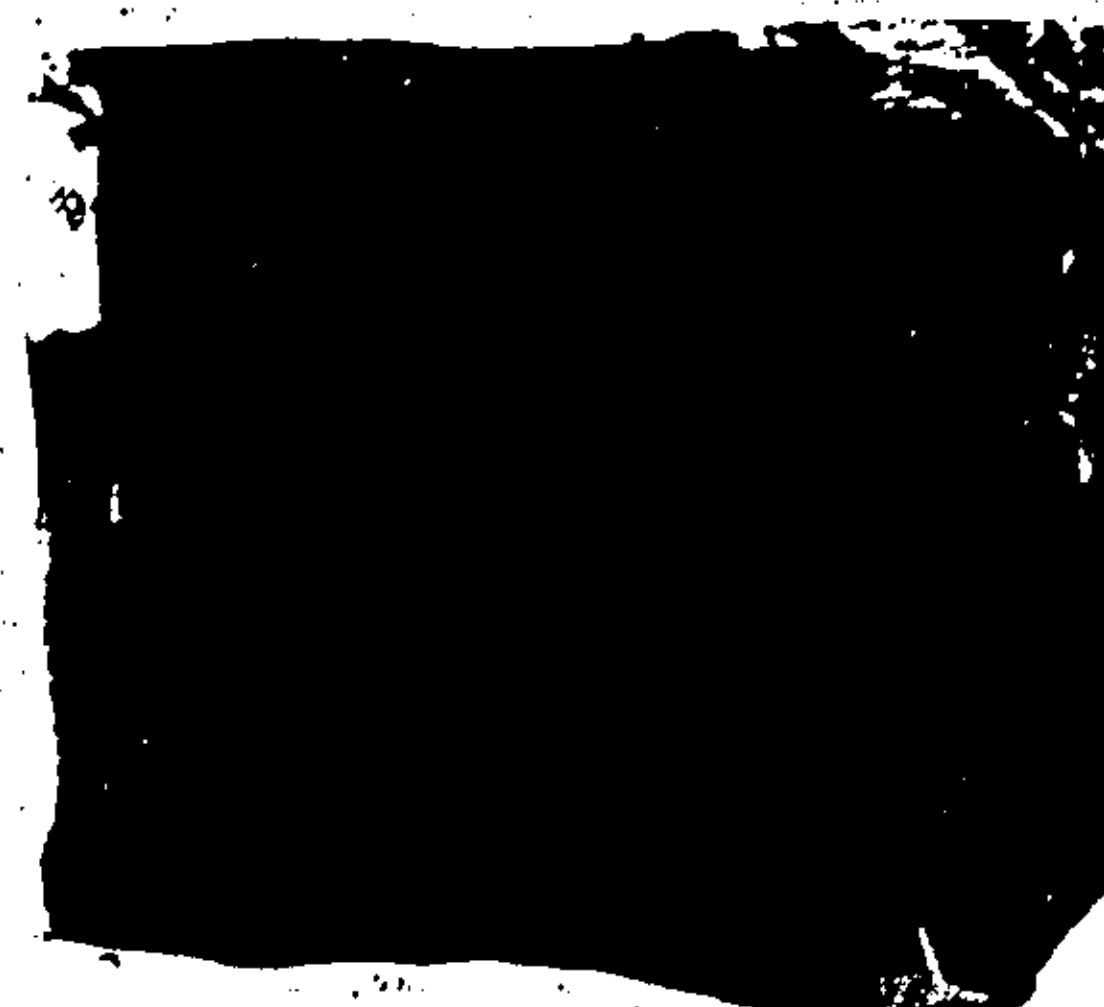
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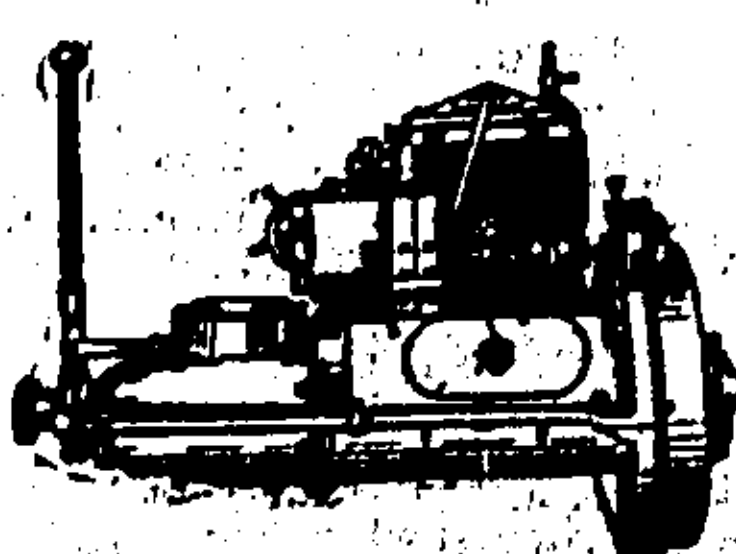
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ESTIMATES FREE.

GENERAL NEWS.

People of Brussels not Allowed

Out After Seven.

The German authorities in

Brussels have ordered all the in-

habitants of the city into their

homes by seven o'clock every

evening. The order of the city

has been issued. The reason given

for these orders is that certain

persons of the city signalled to

British aviators during the recent

raids over the city.

French-Indian "Honoured."

Pondicherry, 3rd September.—

The Mayor of Pondicherry has

received news that Edgar Faure

(Gunner), a Pondicherry, was

mentioned in Army Corps Orders

for his spirit and courage in the

Argonne and Champagne. He

distinguished himself no less than

fourteen times, and on the last oc-

casion was seriously wounded, and

lost the use of his left hand on

July 21 last. He was pre-

sented with the medal in the

Hotel Des Invalides in Paris.

Harbin-Vladivostok

Transport.

Owing to the enormous conges-

tion of goods at Vladivostok, all

transport of produce on the

Chinese Eastern Railway, between

Harbin and Vladivostok, is

suspended for the present. It is

reported that there are already

23,000 car loads of munitions,

etc., waiting in the sheds and on

wharves at Vladivostok for trans-

port to Russia with more coming

to hand regularly. All the rolling

stock possessed by the railway is

at present in use and trains are

running day and night at short

intervals.

Future of Hawaiian Japanese.

Mr. Kasei Kavanara, the well

known writer, formerly on the

staff of the Yokohama and after-

wards editor of the Third Empire

(Dai San Teikoku), arrived at

San Francisco on the 13th ult.

He made no attempt to disguise

the fact that he was greatly dis-

appointed about the present con-

dition and probable future of

Hawaiian-born Japanese. That

was the impression left upon him

as the result of careful investiga-

tions made while in Hawaii. He

said further that the future of

Hawaiian-born Japanese was

"worthless and hopeless." It

will be interesting to learn the

cause for this very gloomy

prediction.

Chinese Barred From Western

[Samoa].

An Associated Press despatch

from Pago Pago, American

Samoa, states that orders for the

deportation of all Chinese labour-

ers by the end of the current year

and their rigid exclusion there-

after have been issued by the

British administration of once

German Western Samoa which

includes the islands of Savai and

Upolu. The Chinese were brought

to the islands during the German

occupation which ended shortly

after the European war broke out.

Island planters depend to a great

extent upon Chinese labour to

work their lands as the native

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MARRIAGE.

SLY-NORTH-SIGETVARY.—On October 4, 1916, at Port Edward, Weihaiwei, before the Deputy Registrar of Marriages, Mr. Edward Arthur Henry Sly, of H. B. M. Consular Service in China, District officer, N. D. Weihaiwei, to Kathleen, youngest daughter of Mr. and Mrs. L. E. North-Sigetvay, Chinese Maritime Customs, Soochow.

DEATHS.

WEM YSS.—2nd Lieut. N. D. Wemyss, Killed in action 28th July, late of Hongkong and Shanghai Banking Corporation, London Staff.

HENDERSON.—On October 6, 1916, at the General Hospital, Shanghai, Geoffrey Carrick, infant son of Mr. and Mrs. George Henderson, Kowloon Docks, Hongkong, Aged 17 months.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 11, 1916.

A REITERATED DEMAND.

In returning to the question of the popular demand for a larger voice in the governing of the Colony, there is still a deal of ground to be covered before the matter is put on one side to await a further move, when the time is opportune, in the direction of securing for the public what the public wants. In previous articles on the subject, we have looked closely into the reasons adduced in 1894, and again in 1896, as to why the requests then made could not be conceded to, and we have sought to show some of the respects in which those arguments cannot possibly be made to apply now. What we now have to say concerns the circumstances which have resulted in the stifling of the latest aspirations of the leading British ratepayers of the Colony, as expressed in the Hon. Mr. Pollock's petition of March last. We feel that the question is one which raises issues of such manifest importance that, despite the barriers which have been raised in official quarters, the public must on no account lose heart, but must persist until the reasonableness of its claims is acknowledged and its wishes are put into effect.

When the brief reply of the Secretary of State to Mr. Pollock's petition was made public, it was apparent, on the face of things, that neither he nor any of the permanent officials of the Colonial Office had gone to the pains of diving into the matter to the extent which the seriousness of the subject merited. The twenty-year-old precedent was trotted forth and was once again made to do duty. Touching that point at the time, we gave it as our opinion that the petition had been "strangled at birth," and the subsequent publication of His Excellency's letter to the Secretary of State on the subject has fully confirmed that observation. A great part of Sir Henry May's communication is devoted to the unfortunate suggestion contained in the terms of the petition that the election of the additional members asked for should be left to the Chamber of Commerce and the Justices of the Peace. We have always maintained that that proposal was a mistake, and we think the fact is now fully realised. At the time when signatures were being invited to the petition, we laid special emphasis on that very point, and we attempted to show that, whatever alternative suggestion Mr. Pollock might make in his covering letter, the petition would be considered, if considered at all, on its actual text and would not be read in conjunction with any document that might accompany it. In point of fact, Mr. Pollock did offer alternative suggestions, in his letter, for broadening the franchise, but that those suggestions were not regarded as having the approval of the signatories to the petition is shown from His Excellency's observation refraining to comment upon them, "as I have no means of knowing whether they represent the views of any responsible person or persons prepared to submit such changes for your consideration." There can be no doubt that the public itself wanted the power to elect the additional unofficial members, and that being so, His Excellency's remarks on the limited franchise advocated in the petition may be passed on one side, inasmuch as they have no real bearing on the spirit behind the movement, which is a desire by serious-minded people to secure the privileges and to assume the responsibilities of a larger measure of true citizenship. We will leave that aspect of the petition, only to say that the advocacy of the idea of confining the electorate to the two bodies named placed a very effective weapon in the hands of His Excellency the Governor, and one of which he has made the fullest use.

The only other part of the correspondence with which we have space to deal on this occasion—the remaining points can very well be held over—is the use which His Excellency made of the exaggerated contentions of Lord Ripon and Mr. Chamberlain. From the observations of these two former heads of the Colonial Office, Sir Henry selected portions holding out no hope that Hongkong would come to be a Crown Colony and containing, amongst other remarks, the opinion of Mr. Chamberlain that "representative government, on whatever form of franchise it might be based, would be wholly out of place." But it is not without interest that His Excellency omitted to recall Lord Ripon's frankly-expressed wish that he would like to see a Municipal Council established in Hongkong, and that the Sanitary Board might be developed into such a body. There, at any rate, some hope was held out to the then petitioners. That hope, however, has never been realised. But the desire of the public have remained steadfast all the same. And they will grow in intensity and in volume until they are respected.

Road Improvements.

Not the least interesting section of the Public Works Department's annual report is that devoted to the measures which have been taken for improving the surfaces of the Colony's roadways. The fact is recorded that the bituminous treatment of carriage-ways throughout the city has been considerably extended, with the satisfactory result of appreciably diminishing erosion. It seems that previously some difficulty was experienced in obtaining the requisite grades of stone required for producing mixtures of maximum density, but that has now been overcome by the opening of a Government quarry. The result is that the methods of treating road surfaces hitherto in use have been modified by laying artificial asphalt in certain roads which are subject to heavy traffic. The report contains full particulars of the roads which have been dealt with, the surface treated running into very many thousands of square yards.

Past and Present.

There can be no questioning the fact that the thoroughfares of the Colony have been vastly improved since the P. W. D. set itself out to treat the surfaces according to modern methods. At first its work was largely experimental, but, with the accumulated experience gained, faults have been rectified, and the Department now appears to have found a most satisfactory system by which the peculiar conditions of various thoroughfares can be dealt with as is deemed best. The work which the Department is doing along these lines is among the most beneficial which it is discharging. Before these modern methods were employed, it was the inevitable experience that, after heavy rainstorms, the roads of the Colony were shockingly cut up, and heavy sums had to be spent on their repair. Now much of the expense in this direction is saved. The new scheme naturally involves fairly heavy initial expenditure, but in the long run it is economical. And anything which conduces to economy in the public services is to be welcomed.

The Canton Government Busy.

It would seem from a statement contained in another part of today's issue that the Kwangtung Government, under the new regime, is making ready to deal with the freebooting class, round about the Delta and up river, in a manner that will be anything but pleasant for these pests. It was certainly high time that efficient steps were taken in this direction. For untold years the pirates, smugglers and gangs of robbers of the district have been entirely a law to themselves, and those who would not succumb to their demands have been brutally murdered. No serious attempt, so far as we can see, has ever been made by the Kwangtung and Kwangsi officials to handle these ruffians; there has been a power of talk and of threatening, but practically nothing has been done. Chu Hing-lan, however, is clearly minded to be as good as his word in this as in other matters. When he came down from the North, he undertook to end the fighting that was then in progress; and he did so. Similarly he has accomplished wonders in getting complete control of the city itself, and now he is driving the piratical companies from their hiding-places and giving them to understand that they can no longer rule the river. Altogether it would seem that at last Kwangtung has the Governor that it has so long needed.

LANGKAT OUTPUT.

Measrs. Benjamin and Potts advise us that the Langkat output is as follows:—

	Tons	1916
October 1	122	122
" 2	112	112
" 3	101	101
" 4	137	137
" 5	118	118
" 6	118	118
" 7	107	107
" 8	116	116
" 9	113	113
" 10	113	113
Total to 10th inst.	1,190	
Daily average	119.00	

DAY-BY-DAY.

REVENGE, AT FIRST THOUGHT
SWEET.
BITTER ERE LONG, BACK ON
ITSELF RECOILS.—Milton.

The Weather.
At the Peak 8 a.m. Temp. 74;
sunshine. (1915, 73 rain.)
Lower level 8 a.m. Temp. 78;
sunshine. (1915, 80 rain.)

The Mails.
French Mail.—Closed per s.s. Paul
Leat at 10 a.m. to-day.
Canadian and Siberian Mails.—
Closed per s.s. Shicauks
Maru at 10 a.m. to-day.
Australian Mail.—Closed per s.s.
Eastern at 3 p.m. to-day.
Siberian Mail.—Closed per s.s.
Magellan at 10 a.m. to-day.
Siberian Mails.—Close to-morrow
per s.s. Nore at 3 p.m. and
s.s. Sinkiang at 3 p.m.

The Dollar.
The opening rate of the dollar
on demand to-day was 2s. 2.5/16d.

To-morrow's Anniversary.
To-morrow is the 17th anniversary
of the outbreak of the South
African War.

Returned.
Mr. and Mrs. C. Montague Ede,
who have been spending several
months in Japan, arrived back
by the Paul Leat yesterday.

A Correction.
With reference to a paragraph
which appeared in our "D.Y. by
Day" column last night, the name
of Mr. T. Hunter was inserted in
error.

Billiards.
To-night at 9 o'clock there will
be an interesting match in the
Palace Hotel billiard handicap,
when Mr. J. Parkes (owns 200)
meets Mr. Bliss (owns 110).

A Bribe Offered.
Before Mr. F. A. Hazeland, at
the Police Court this morning,
a hawker was fined \$5 for hawk-
ing without a licence, and was
also fined \$25 for offering a bribe
of 30 cents to the constable.

The Old Tale.
A Chinese was fined \$75 by
Mr. F. A. Hazeland, at the Magis-
tracy this morning for having in
his possession opium valued at
\$7.60. The man's excuse was
that he was asked to carry it on
the wharf for another man.

Rogue and Vagabond.
At the Police Court, this morn-
ing, a man was charged with
being a rogue and vagabond. A
constable found the man lurking
on some stairs at Wanchai last
night, and, on his being taken to
the Police Station, he was found
to have had a previous conviction.
Mr. J. R. Wood sentenced
the man to three months' hard
labour.

Jumped Overboard.
Some excitement was caused on
the Star ferry-boat which left the
Hongkong side of the Harbour
for Kowloon at 7.15 last evening,
a Chinese passenger jumping
overboard when the boat was on
her journey across. The crew of
the boat acted very promptly in
effecting a rescue and the man,
who appeared little the worse for
his immersion, was later conveyed
to the Government Civil Hospital.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals
begs to acknowledge with thanks
the following donations to the
funds of the Hospitals per Mr.
Chan Sui-ki:—Chin U-sin, \$100;
Chan Sui-ki, \$100; Tse Yam-chi,
\$100; Fung Ping-shan, \$100;
Kwok Sin-lan, \$100; Un Kam-
wa, \$100; Mak Cho-tsun, \$100;
An Chak-man, \$100; Cheung
Sam-wo, \$100; Lo Cheuk-wan,
\$100; S. W. 'ao, \$100.

No Passport or Permit.

A Chilean seaman, named
Emogene Castro, who is employ-
ed on the s.s. Ecuador, was charg-
ed at the Magistracy this morning
with a breach of the Alien Sea-
men's Restriction Regulations.
The man came ashore last night
without having a passport issued
by the Chilean Government with-
in the last two years or a permit
from the O.S.E. When the case
came before Mr. F. A. Hazeland
at the Court the man said he
wished to have an interpreter, as
he could only speak a very little
English. The case was accordingly
adjourned.

COMPANY MEETING.

The Dairy Farm Company
Limited.

[VERBATIM]

An extraordinary general meet-
ing of the Dairy Farm Company,
Limited, was held at the office
of the Company to-day, at 11.45
a.m., for the purpose of
passing resolutions altering
the Articles of Association of
the Company. Mr. F. Maitland
presided and among those
present were Rev. Father Robert
(Director), Mr. M. Manuk (Secre-
tary), Mr. H. W. Looker, Mr. J.
Walker, Mr. A. Stevenson, Mr. T.
M. Gregory and Mr. Chan Nai-
pan.

The Chairman said:—Gentle-
men, it now being past the
advertised time for this meeting,
I will ask the Secretary to read
the notice convening the meeting.

The Secretary, having read the
notice,

The Chairman said:—Gentle-
men, your Directors, after con-
sultation with the Company's
solicitors, have considered it de-
sirable to slightly alter the Com-
pany's Articles of Association in a
manner already advertised and as
just read to you by the Secretary.

These alterations call for no
special remarks, except sub-
section B of Article 2, which
provides for the increase of your
Directors' remuneration from
\$2,500 to \$3,500 per annum.
The suggested increase is in pro-
portion to the increase of capital
which will be submitted to you
immediately after this resolu-
tion has been submitted for
your approval. I now propose
that the Articles of Association
be altered in the following man-
ner:—

That Art. II be added to by
incorporating therein the follow-
ing definition:—"Dividend"
includes bonus.

That the remuneration of the
Board as provided by Art. XV
paragraph 10 (as amended) be in-
creased to \$3,500 and that Art.
XV paragraph (as amended) be
altered accordingly.

That paragraph 11 of Art. XVII
be cancelled and the following
paragraph be substituted there-
for:—"11. To invest and deal
with any moneys of the Company
not immediately required for the
purposes thereof upon such securi-
ties and investments (not being
shares of the Company) and in
such manner as they may think
fit and from time to time to vary
or realise such securities and
investments."

That paragraph 13 of Art.
XVII be cancelled and the follow-
ing paragraph be substituted there-
for:—"13. Before recom-
mending any dividend, to set
aside out of the profits of the
Company such sums as they think
proper as a reserve fund to meet
contingencies or for equalising
dividends, or for special divi-
dends, or for repaying, im-
proving, and maintaining any of
the property of the Company and
for such other purposes as the
Directors shall in their
absolute discretion think con-
ducive to the interests of the
Company; and to invest
the several sums so set
aside upon such investments
(other than shares of the Com-
pany) as they may think fit and
from time to time to deal with
and very such investments, and
dispose of all or any part thereof
for the benefit of the Company
and to divide the reserve fund
into such special funds as they
think fit with full power to
employ the assets constituting the
reserve fund in the business of
the Company, and that without
being bound to keep the same
separate from the other assets."

That paragraph 14 of Art. XVII
be cancelled and the following
paragraph be substituted there-
for:—"14. To employ the reserve
fund for the time being or any
portion thereof (and that whether
such fund or such portion as is
proposed to be dealt with was set
aside for the special purpose to
which it is proposed to be applied
or for any other purpose or not)
in or for all or any of the follow-
ing purposes; that is to say,
in meeting contingencies, in
equalising dividends, in pay-
ing special dividends or
bonuses, in repaying, improving
or maintaining any of the prop-
erty of the Company or otherwise
in the business of the Company
and in or for such other purposes
as the Directors shall in their

discretion think conducive to the
interests of the Company and in
regard to any such employment
as aforesaid the Directors shall
not be bound to keep the reserve
fund separate from the other
assets."

That the following new para-
graphs be added to Art. XXI and
numbered respectively 12 and
13:—"12. Any general meeting
declaring a dividend may make
a call on the members of such
amount as the meeting fixes, but
so that the call on each member
shall not exceed the dividend
payable to him, and so that the
call be made payable at the assem-
bly time as the dividend, and the
dividend may, if so arranged
between the Company and the
member, be set off against the
call. The making of a call
under this clause shall be deemed
ordinary business of an ordi-
nary general meeting which de-
clares a dividend." "13. Any general
meeting declaring a dividend may
direct payment of such dividend
wholly or in part by the distri-
bution of specific assets, and in
particular of paid-up shares or
debentures of the Company, or
paid-up shares or debentures of
any other Company, or in any one
or more of such ways and the
Directors shall give effect to such
resolution; and, where any
difficulty arises in regard to the
distribution, they may settle the
same as they think expedient,
and in particular may issue
fractional certificates, and may
fix the value for distribution of
such specific assets, or any part
thereof, and may determine that
cash payments shall be made to
any members upon the footing of
the value so fixed, in order to
adjust the rights of all parties,
and may vest any such specific
assets in trustees upon such trusts
as they may think expedient for
the persons entitled to the
dividend as may seem expedient
to the Directors. Where requisite
a proper contract shall be filed in
accordance with Section 80 of the
Companies Ordinance 1911, and
the Directors may appoint any
persons to sign such contract on
behalf of the persons entitled to
the dividend, and such appoint-
ment shall be effective."

I now beg to propose the
special resolutions to alter the
articles of Association as I have
just read out.

Mr. Stevenson:—Mr. Chairman
and gentlemen, I have much
pleasure in seconding the resolu-
tion so as to amend the articles as
set forth now.

The Chairman:—It has been
proposed by myself and seconded
by Mr. Stevenson that the Articles
be altered as has just been read
out. Those in favour please
signify in the usual way.
Against? Carried unanimously.
Gentlemen, before proposing the
extraordinary resolution regard-
ing the increase of the Company's
capital by the creation of 20,000
new additional shares, I should
like to explain that your Directors
have considered it advisable to
take this step in order to make
the capital more in keeping with
the Company's turnover, which
amounts to four times the
present paid-up Capital. More-
over, we find it necessary to
utilise all the cash we can lay
hands on for the most impor-
tant additions and expansion of
the various branches of our busi-
ness. The net result of these
resolutions, if confirmed, will be
that any shareholder desiring to
take his dividend in cash may do
so, but he will have to pay \$6
per share on the new shares—in
other words, your Directors re-
commend that the dividend be
returned and put to capital to
strengthen the financial position
of the Company, the dividend and
call being identically the same
amount viz., \$120,000. The re-
port and accounts for the year
ending 31st July last are now in
your hands and I would remark
thereon that, against our usual
custom, nothing has been written
off assets, which assets at present
stand in our books at a great deal
over their actual values, and, further,
that the result has been augmen-
ted by the profit of \$10,824.50
on share investment; such shares
are now in our books at values on
31st July last.

I would therefore caution
shareholders not to expect say-
ing like such a dividend in
future, for we shall have to pay
on 60,000 shares instead of on
40,000 shares, and it is a sound
policy to write down assets before
declaring on dividends. It has
been through following this

course for many years past that
the present good position of the
Company has been established.

I would remind persons hold-
ing shares not registered in their
own names to send in such shares
to be transferred without any
delay. The transfer books close
on Saturday, the 14th instant.

I now beg to propose as an
extraordinary resolution the fol-
lowing:—"1. That the capital of
the Company be increased to
\$450,000 by the creation of
20,000 additional shares of \$7.50
each.

Mr. Gregory:—Mr. Chairman
and gentlemen, I have much
pleasure in seconding the pro-
posed increase of capital.

The Chairman:—It has been
proposed by myself and seconded
by Mr. Gregory that the extraor-
dinary resolution, which I have
just read out be passed. Those
in favour please? The second
resolution is:—"2. That the
Directors be authorised to offer
the said 20,000 additional shares
at par to the members on the 14th
day of October 1916 in the pro-
portion of one new share for every
complete number of two shares
which such members are the regis-
tered holders of on that date
and upon the footing that the
sum of \$6.00 per share shall be
payable in respect of such shares
on acceptance of the offer. And
that such offer be made by notice
specifying the number of shares
to which members are entitled
and limiting the time within
which the offer if not accepted
will be deemed to be declined to
the 31st day of October 1916.
And that the Directors be em-
powered to dispose of shares not
accepted in response to such
offer to such persons upon
such terms and conditions
and at such times as they
consider expedient in the inter-
ests of the Company."

I now beg to propose the second
extraordinary resolution, which I
have just read.

Mr. Gregory:—I beg to second
that resolution.

The Chairman:—It has been
proposed by myself and seconded
by Mr. Gregory that the resolu-
tion be passed. Those in favour?
Resolution 4:—"That no mem-
ber shall be entitled to any off-
set of a fraction of an additional
share in respect of any odd share
held by him." I beg to propose
the fourth resolution I have just
read out.

Mr. Gregory:—I beg to second
that fourth resolution.

The Chairman:—It has been
proposed by myself and seconded
by Mr. Gregory that the resolu-
tion just read out be passed.
Those in favour? Against? The
fifth resolution is:—"5. That the
Directors be empowered to dis-
pose of all additional shares
which members are not entitled
to have allotted them to such
persons upon such terms and con-
ditions and at such times as they
consider expedient in the inter-
ests of the Company." The fifth
extraordinary resolution I have
just read out I now beg to propose.

Mr. Gregory:—I beg to second
the fifth resolution which has just
been read out.

The Chairman:—The extraor-
dinary resolution which I have
just read out has been proposed
by myself and seconded by Mr.
Gregory. All those in favour?
Against? Carried unanimously.
I have only now to thank you
for your attendance and state that
a confirmatory meeting will be
held, notice of which will be sent
out and advertised to-morrow.

Stolen Bullocks.
It has been reported to the
Police by two farmers at Kwun
Tin, in the New Territories, that a
few nights ago they were sleeping
in their huts when they were
awakened by five men, who were
armed, breaking into their shed.
Their hands were tied, and the
men then drove away with them
five bullocks and a black cow, the
whole of which are valued at \$100.

THE MONEY MARKET.

Messrs. Montagu and Company's Report.

Messrs. Samuel Montagu and Co., in their report dated August 24, state:—

Gold.
The holding of gold by the Bank of England against its note issues is reduced by £201,990. The Rhodesian output for July, 1916, amounted to £322,365, as compared with £336,585 in July, 1915, and £333,070 in June, 1916.

Silver.
The tone of the Market has continued good though the price dipped 1½ to 31.5/16, on the 18th inst.; a set-back which was ultimately more than regained. The amount of disposable silver has been so small, and the prospect of larger supplies coming out at an advance in price so slight, that buyers for coinage—a demand as implacable as ever—have not found it worth while to compete for what was off-rings. This policy was the more justifiable owing to the large amounts obtained from China recently, when sales were made freely from that quarter. During the current week the China exchanges had a hardening tendency, and further sales seem unlikely at present.

The hindrance to Mexican mining, which may possibly be prolonged, will have the effect of further reducing the actual output, and a strong statistical position will be created. Demand promises to be more urgent than ever, especially should China be compelled to replace, or even more than replace, the heavy sales of the last year or so, whilst the quantity of supplies will be decidedly less.

The last three Indian Currency Returns received by cable give details in lack of Rupees as follows:—

July 31, Aug 7, Aug 15.

Notes in circulation 7547 7481 7451

Reserve in silver coin & bullion 2820 2185 2754

Gold coin & bullion 1229 1218 1199

Gold in England 1192 1192 1192

The stock in Bombay consists of 3,500 bars, the same quantity as was reported last week.

The stock in Shanghai on the 19th August consisted of about 30,600,000 oz. in sycee and 16,000,000 dollars, as compared with about 32,500,000 oz. in sycee and 16,000,000 dollars on the 5th August.

No shipment was made from San Francisco to Hongkong during the week.

The Canadian Department of Mines states that the production of silver in that Dominion in 1915 was "23,401,735 oz. valued at \$14,088,267, as against 28,449,221 oz. in 1914, valued at \$15,593,630. Silver is the principal metal that did not show an increased production in 1915. The falling off in quantity was very small, however, amounting to only 58,866 oz. Owing to the lower price of silver the decrease in total value was \$1,505,234, or over 9.8 per cent."

Quotations for bar silver per oz. stand:—Aug. 18, 31/5 1/8 cash; Aug. 19, 31/5 1/8 cash; Aug. 21, 31/7 1/8 cash; Aug. 22, 31/9 1/8 cash; Aug. 23, 31/5 1/8 cash; Aug. 24, 31/5 1/8 cash.

Average for the week, 31/4 7/8. No quotation fixed for forward delivery.

Bank Rate, 6%.
Bar gold per oz. stand, 77/9.
French gold coin per oz. Nominal.

U.S.A. gold coin per oz. Nominal.
The quotation to-day for cash is 1/16d. above that fixed a week ago.

A MANSLAUGHTER CHARGE.

A Chinese was charged before Mr. F. A. Haselund, at the Police Court this morning, with manslaughter.

Inspector Sim told his Worship that it appeared there was a quarrel between two men over a debt and a struggle took place on a bed near an air shaft. The defendant it is alleged, pushed the other man down this shaft, which is forty feet deep, with the result that he was instantly killed.

The case was adjourned for a week.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9 p.m. yesterday:—
Cyclone or typhoon W. of Balintang Channel, moving W. or W.N.W.

The following telegram was received at 11.50 a.m. to-day:—
Typhoon in about 117 degrees Long. E. and 21 degrees Lat. N., moving W.N.W.

Land Sale.
At the Public Works Department yesterday, the sale took place of Farm Lot No. 82, which is situated between Kai Lung Cemetery and Farm Lot No. 79, Kai Lung Wan. The area of the site is 403,650 square feet, and the annual rental \$188. The upset price was \$1,853, and the lot was bought by the Dairy Farm Company for \$3,720.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

SATURDAY, October 14, 1916,

commencing at 11 a.m.

at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon.

Salved ex s.s. "Chiyo Maru"

A quantity of Copper, Brass, Iron, Steel, etc., etc.

Also

1 Refrigerator.

1 Air Pump.

1 Electric Motor.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

PUBLIC AUCTION

at

Shameen, Canton.

THE Undersigned has received instructions from the

Liquidators of Messrs. Arnold

Karberg & Co. to sell by Public

Auction on

TUESDAY, October 24, 1916,

commencing at 11 a.m.

at the Godowns of the Hongkong & Shanghai Banking

Corporation, Shameen, Canton.

1 Remington Marine Oil Engine (6 H.P.)

2 Electric Motors (6 H.P. & 13 H.P.)

1 Switchboard.

1 Dynamo.

1 Search Light.

88 Kitting Machines.

8 Hat Sewing Machines.

2 Silk Looms.

1 Towel Loom.

22 Cash Boxes.

1 Horse Gear Pump.

6 Emery Grinders.

55 Tobacco Knives.

6 Desk Fans.

36 Bales Yarn (1½ & 1½)

33 Cases Claret.

On view from Monday, the 23rd inst.

Terms:—Hongkong banknotes on delivery.

GEO. P. LAMMERT,

Auctioneer.

FRANK WATERHOUSE & CO., INC.

NOTICE TO CONSIGNEES.

From KOBE,

The Steamship

"GISHUN MARU"

having arrived from the above

Port. Consignees of cargo by her

are hereby informed that all goods

are being landed at their risk into

the hazardous and/or extra

hazardous Godowns of the Hong-

kong and Kowloon Wharf and

Godown Company, Limited,

whence, and/or from the wharves,

delivery may be obtained.

Goods not cleared by October

18, at 5.00 p.m. will be sub-

ject to rent.

All broken, chafed and damaged

packages are to be left in the

Godowns where they will be

examined on October 18, 1916,

at 9.30 a.m. Claims against the

steamer must be presented within

10 days of arrival, otherwise they

will not be recognized.

No Fire Insurance will be effected

by us in any case whatever.

Bills of Lading will be counter-

signed by

JARDINE, MATHESON

& CO., LTD.

Agents.

Hongkong, October 11, 1916.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s steamer

"AJAX"

are hereby notified that the Cargo

will be discharged into Holt's

Wharf, Kowloon, where it will lie

at Consignee's risk. The Cargo

will be ready for delivery from

Godown on and after Oct.

10.

Optional cargo will be landed,

unless notice has been given prior

to steamer's arrival.

All broken, chafed, and dam-

aged goods are to be left in the

Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining

undelivered after Oct. 16, will

be subject to rent.

All Claims against the steamer

must be presented to the under-

signed on or before Oct. 30,

or they will not be recognized.

No Fire Insurance will be

effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, October 9, 1916.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"DENALDER."

From SWANSEA, LONDON

& STRAITS.

CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the hazardous and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence

and/or from the wharves delivery

may be obtained.

No Claims will be admitted

after the Goods have left the

Godowns, and all Goods remaining

undelivered after the 15th

inst., will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 30th

inst. or they will not be

recognized.

All broken, chafed, and dam-

aged Goods are to be left in the

Godowns, where they will be

examined on the 15th inst., at

11 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, October 6, 1916.

NOTICE.

HIMROD'S
Gives Instant Relief
No matter what your respiratory
organs may be suffering from—whether
ASTHMA, BRONCHITIS,
CROUP, OR
ORDINARY COUGH,
—you will find in this famous remedy
a restorative power that is simply
unparalleled.
It is sold by
all Chemists and
Druggists.
CURE FOR ASTHMA

TSANG FOOK.

414, Wanchai Road, Telephone 414
PIANOS & ORGANS REPAIRED, TUNED
& REGULATED. CASES RE-POLISHED.
WORK & FINISH GUARANTEED.
LOWEST CHARGES CONSISTENT
WITH BEST WORKMANSHIP. ESTI-
MATES GIVEN ON REQUEST.

KNIFE-LIKE PAINS.

The sharp, shooting pain, the intense
agony of Sciatica, often make death
preferable to life. The fiery darts that run
from hip to heel, the sleepless nights,
the cheerless days—why not STOP all this
and get back to health and comfort
again?

LITTLE'S ORIENTAL BALM is the best
known remedy for Sciatica. Rubbed into
the limbs where the pain is, it gives
almost instant relief, and its persistent
use has effected many miraculous cures.
Don't despair just because other
remedies have failed to cure your Sciatica.

LITTLE'S ORIENTAL BALM is
different from all other remedies. It
cures, as thousands can testify.
Sold at 1s. 6d. per bottle.
Agents for Hongkong,
Messrs. A. S. WATSON & Co., Ltd.

DAIRY FARM NEWS.

OUR MOTTO

"QUALITY"

IS AMPLY DEMONSTRATED BY OUR SUPPLY OF
PURE FRESH MILK.

FRESH CREAM.
STERILIZED MILK.

(FOR TRAVELLERS GOING ABROAD).

SOURD MILK.

(FOR THOSE OF LIGHT DIGESTION).

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

NOTICE.

LONDON DIRECTORY.

(Published Annually)

Enables traders throughout the World to

communicate direct with English

MANUFACTURERS & DEALERS

in each class of goods. Besides being a

complete commercial guide to London &

its suburbs, the directory contains lists of

EXPORT-MERCHANTS

with the Goods they ship, and the Colonial

and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the ports to which they

sail, and indicating the approximate

callings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants

etc., in the principal provincial towns &

Industrial centres of the United Kingdom.

A copy of the current edition will be

forwarded, freight paid, on receipt of

Postal Orders for 20s.

Dealers seeking Agencies can advertise

their trade cards for £1, or larger adver-

tisements from £5.

THE LONDON DIRECTORY CO., LTD.

25, Abchurch Lane, London E.C.

NOTICE.

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

**THE TWENTIETH ORIGIN-
ARY MEETING** of the
SHAREHOLDERS in the above
COMPANY will be held at the
Company's Town Office, 2, Lower
Albert Road, Hongkong, on MON-
DAY, October 30, at 12, NOON,
for the purpose of presenting the
Report of the Directors and
Statement of Accounts to July
31, 1916.

The TRANSFER BOOKS of
the Company will be CLOSED
from SATURDAY, October 14,
to WEDNESDAY, November 1,
1916, both days inclusive.

By Order,
M. MANUK,

Secretary.

N. B. Persons holding Shares

not registered in their own names

are recommended to send such

Shares to be transferred.

NORTH BRITISH

AND

MERCANTILE

INSURANCE CO.,

in which are vested the shares of

THE OCEAN MARINE

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NORE Capt. D. Asbury	noon 12th Oct.	Direct Service.
L'DON & Bombay via S'pore, Pang, C'bo, Port Said and Marseilles	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 10th Oct.	Connecting at Colombo with Mail Steamer MOREA.
SHANGHAI, Moji and Kobe	NYANZA Capt. J. Gaunt, R.N.R.	about 25th Oct.	Direct Service.
LONDON via Singapore, Pang, C'bo, Port Said and Marseilles	NORE Capt. D. Asbury	noon 3rd Nov.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office,
Hongkong, 11th Oct., 1916.E. V. D. Parr,
Acting Superintendent.CANADIAN PACIFIC
OCEAN SERVICES
TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
in connection with the Canadian Pacific Railway.Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.
Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPERESS OF RUSSIA and EMPERESS OF ASIA

16,350 tons Gross Register, Quadruple Screw, Speed 21 Knots.
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change)

EMPERESS OF RUSSIA 2 Nov. EMPRESS OF RUSSIA 28 Dec.
Monteagle 7 Nov. EMPRESS OF JAPAN 10 Jan.
Empress of Japan 15 Nov. Monteagle 3 Feb.
EMPERESS OF ASIA 30 Nov.Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
Monteagle calls Moji instead of Nagasaki.Through Bills of Lading issued via Vancouver in connection
with Canadian Pacific Ry. to all Overland Points in Canada and
the United States, also to Pacific Coast Ports, European ports
and West Indies.For Further information as to rates of Freight and Passage,
Sailing List, etc. please apply toP. O. BUTTERFIELD,
General Agent, Passenger Department,
Hong Kong.J. M. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Gregory Apar," tons 4,674, Capt. will be
despatched for Shanghai, Kobe & Moji on the 24th instant.

WESTWARD.

The S.S. "Japan," tons 6,013, Capt. J. R. O'Sullivan, will be de-
spatched for Singapore, Penang, Rangoon & Calcutta on the 16th inst.The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Oct. 6 1916

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON Steamer Sails.
City of Manila 18th October.
Steamers proceed via Cape of Good Hope.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

General Agents,

or to REISS & Co. Canton
Hongkong, 9th Oct., 1916

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular
intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
L'DON via Singa- pore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife, VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yok- ohama, Shimizu, and Yokohama	Fushimi Maru Capt. Iizawa T. 31,030 Shirano Maru Capt. Fraser T. 16,000	(FRI, 2)th Oct. at noon. (THURS, 2nd Nov. at noon.
SYDNEY & MEL- BOURNE via Manila, Thursday Island, Townsville and Brisbane	Shidzuoka Maru Capt. Noma T. 12,500 Kamakura Maru Capt. Kawajima T. 12,500	(WED, 11th Oct. at noon. (TUES, 31st Oct. at noon.
CALCUTTA via S'pore, Penang & Rangoon	Colombo Maru Capt. Nomura T. 10,000	(WEDNESDAY, 18th Oct.
BOMBAY via S'pore, Malacca & C'bo	Bombay Maru Capt. Shinohara T. 8,000	(THURSDAY, 19th Oct.
SHANGHAI, Moji and Kobe	Rangoon Maru Capt. Kobayashi T. 8,000 Jinsen Maru Capt. Takahashi T. 8,000	(THURSDAY, 19th October. (FRIDAY, 13th Oct.
KOBE	AKI Maru Capt. Yoshikawa T. 13,500	(FRI, 13th Oct. at 10 a.m.
NAGASAKI, Kobe and Yokohama	Kaga Maru Capt. Tozawa T. 12,500	(WED, 11th Oct. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, Yoko- hama, Sa, Francisco Panama and Colon	Tsuyama Maru T. Date Tons 15,000	FRIDAY, 20th October.
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NIPPON YUSEN KAISHA.
B. MOBI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Nippon Maru	11,000 - 15 knots	17th Oct. at 10.30 a.m.
Persia Maru	9,000 - 14 knots	2nd Dec.
Siberia Maru	13,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.

Korea Maru 18,000 - 18 knots
1st class to London G\$348 (£71.19.0), return G\$419 (£122).
to San Francisco G\$150, return G\$175.Via Manila, Omitting Shanghai. * Cargo only. † Proceeding to South America Ports.
For this voyage the Persia Maru will call at Honolulu.Special Rates given to SEALS & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail Lines and the Trans-Pacific Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, LOS ANGELES,
SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE
BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.Steamer Tons & Speed Leave Hongkong
Seyo Maru 14,000 - 11 knots 9th Nov. at noon.For Full Particulars as to Passage & Freight, apply to
T. DAICO, Agent,
KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.

S.S. Tjisondari 12th Oct. S.S. Tjikembang 12th Dec.
Karimoen 11th Nov. Arakan 11th Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of
saloon passengers and carry a duly qualified surgeon.Cargo taken on through Bills of Lading to all Overland Points
in the United States of America and Canada.For particulars of Freight and Passage, apply to—
JAVA-CHINA-JAPAN LIJN.
Hongkong, York Buildings. Managing Agents.

GHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

NOVEMBER 11 - JANUARY 18, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.R.M.S.P. THE ROYAL
MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

For	Steamer.	Date of Departure
GENOA	Merionethshire	end of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TAOYMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10, Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HAIPHONG	Kailong	11th Oct. at 10 a.m.
MANILA, CEBU & ILOILO	Chinua	12th Oct. at 11 a.m.
SHANGHAI	Sinkiang	12th Oct. at 4 p.m.
SHANGHAI	Anhui	15th Oct. at 4 p.m.
TIENTSIN	Yichow	17th Oct. at noon.
SHANGHAI	Yichow	17th Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	17th Oct. at 4 p.m.
SHANGHAI	Shantung	19th Oct. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

S.S. "LINTAN" and S.S. "SANUI" are fitted with electric light and fans in saloon and state-rooms, maintain a regular
schedule service between Canton, Hongkong and Shanghai, leaving
Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and
Northern China Ports. Passengers are landed in Shanghai, avoid-
ing the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 34.
Hongkong Oct. 10, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilatjap	KOBE	11th Oct.	12th Oct.	JAVA & MAKASSAR
Tjilatjap	JAVA	12th Oct.	13th Oct.	SHANGHAI
Tjilatjap	JAVA & MAKASSAR	13th Oct.	15th Oct.	KOBE

* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 1574.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	21st Oct.	11th Oct. at 4 p.m.
St. Albans	11th Oct.	10th Nov. at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensur-
ing a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.
All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for first class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 8 to 10 days.)

Steamships.	Captain.	Leaving.
Haihong	J. W. Evans	FRI, 13th Oct. at 2 p.m.
Haitan	J. S. Thomson	TUES, 17th Oct. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MOJI & Kobe	Hopsang	Wed, 11th Oct. at d'light
SANDAKAN	Hinsang	Wed, 11th Oct. at noon
W'HEI & Tientsin	Chipshing	Thur, 12th Oct. at d'light
HOIHOW & Haiphong	Takshing	Thur, 12th Oct. at 7 a.m.
S'PORE Pang & Cebu	Namsang	Fri, 13th Oct. at noon
SHANGHAI	Kwongsang	Sat, 14th Oct. at d'light
MANILA	Tuesang	Sat, 14th Oct. at 3 p.m.
MANILA	Loongsang	Sat, 21st Oct. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave
about every 3 weeks for Shanghai and Japan, returning via Kobe
(Inland Sea) and Moji to Hongkong. Time occupied 20 days. This
service is supplemented by the "Yatsing" and "Kumsang"
leaving Hongkong at regular intervals for Yokohama, Kobe and Moji
and returning direct to Hongkong. Time occupied 15 days.These vessels have all modern improvements and are fitted
throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class
Passengers, and are fitted throughout with Electric Light.Taking Cargo on Through Bills of Lading to Yangtze
Ports, Chefoo, Tientsin, Dairen, Weihaiwei.Taking cargo on Through Bills of Lading to Khat, Lahad
Datu, Singapore, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits Settle-
ments are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or Passage

Apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10, General Managers.

LOG BOOK.

Work on the Peresviet.
The work of repairing the
Russian warship Peresviet, at
the Ma'arra Naval Dockyard,
is nearing completion. It is ex-
pected she will leave Ma'arra
for Vladivostok in the latter part
of this month. About Y 300,000
has been spent on refloating and
repairing the vessel.—"Shipping
and Engineering."Chinese Naval Dock.
The naval dockyard at Nanking
will be removed to Shanghai and
emaginated with the new naval
dockyard which will probably be
built at Woosung shortly, says
the "Peking Daily News." The
proposal for the construction of
the new yard has been approved
by the Government and Admiral
Sah Chen-ping recently inspected
the site while he was on his way
to Kwangtung.New German Shipyard.
London, Aug. 25.—According
to a Hamburg telegram, a new
shipyard called the Hamburg
Werft Aktiengesellschaft has
been founded under the auspices
of the Hamburg-Amerika Line
with a capital of 250,000. It is
intended to construct a number
of fast freight steamers all of the
same type. The president of the
new enterprise is Herr Ballin,
and the managing directors are
Herr Gaetgens and Wamboldt.
The yard will be erected on land
at Tollerort.

The Stowaway Question.

Stowaways are always a source
of trouble, worry, and expense,
but the attitude now adopted in
the United States makes the life
of the shipmaster even more bur-
den-some than ever. For in-
stance, the master of a neutral
steamer had just got his steamer
cleared a few weeks ago and was
about to sail when two United
States officials came aboard,
arrested the captain, and put him
into gaol. He remained there for
24 hours when he was
billed out, the steamer, which
was worth about £250 per day,
being delayed in consequence.
It subsequently transpired that
a man had stowed himself away
on board the vessel on the out-
ward voyage, of course without
the knowledge of the owner or
master, and that through no
carelessness on the part of the
latter he managed to escape
ashore. Instead of the officials
seeing the agents of the vessel
and arranging matters with them,
they saved the delay to the ship,
they adopted a high-handed pro-
cedure which could do no possible
good except to the self-interest of
a tape-worm.—("Fairplay.")

N.Y.K.'s New London Manager.

London, August 25.—The ap-
pointment of Mr. A. Ishii as
manager of the London office of
the Nippon Yusen Kaisha has
aroused a wide interest in ship-
ping circles, because Mr. Ishii is
one of the most forceful per-
sonalities in the commercial life
of modern Japan. Although he
has been in the service of the
Nippon Yusen Kaisha for twenty-
six years he is still a young man.
In 1890, after he had graduated
at the Law College of the Im-
perial University, Tokyo, he
joined the head office staff of the
company in Tokyo. In 1912 he
came to London, and soon after
became sub-manager. He stayed
in London until 1910, and then
returned to the Kobe office of the
Nippon Yusen Kaisha as sub-
manager. After two years, in
that position he was made the
manager of the Shanghai offices
of the company. Mr. Ishii has
had the unique honour of being
the first Japanese councillor to
be elected to the Municipal of the
International Settlement of
Shanghai. He served on that
body from 1915 to 1916, while
from 1913 to 1916 he was chair-
man of the Japanese Residents
Corporation, Shanghai. Perhaps
no man has a deeper knowledge
of European and Far Eastern
shipping matters than Mr. Ishii,
and his appointment to the head
of the European activities of the
Nippon Yusen Kaisha is only a
very natural step of progress in a
particularly brilliant career.

The Opium Camble.

Peking, Oct. 1.—In reply to
interpellations in Parliament,
Premier Tseun Chi-jui says that
the Government will not con-
sent to an extension of the time
limit for the sale of opium, as
requested by the Shanghai opium
merchants. Stringent orders have
been issued to all the provinces
to suppress the cultivation and
smoking of opium.

THE ALEXANDRA GATE.

Just arrived, Large Shipments of
Choice Hams.

THE HONGKONG TELEGRAPH. EXTRA.

HONGKONG, WEDNESDAY, OCTOBER 11, 1918.

TELEGRAMS.

THE NEW SUBMARINE CAMPAIGN.

Shippers Not Scared.

[Reuter's Service to the "Telegraph."]

October 10, 1.40 p.m.
Reports in Lloyd's and from shipping circles in Liverpool and Glasgow show that shippers are in no wise scared at the latest "frightfulness" in the Atlantic, though naturally freights are rising. A meeting of underwriters at Lloyd's decided on an increase of a 100 per cent. in premiums between Europe and America.

Victory for "Frightfulness" Party.

October 10, 1.40 a.m.
Reuter's correspondent at Amsterdam reports that German newspapers state that committee discussions in the Reichstag resulted in a victory for the "frightfulness" party.

A Delicate Element.

October 10, 1.40 p.m.
A telegram from Washington states that a delicate element in the new German-American situation is the fact that ships are sunk close to the American coast because British cruisers had been withdrawn from the trade lanes adjacent to American waters in deference to urgent American representations that such patrolling was vexatious and discourteous.

U-boat Obtains List of Steamers.

October 10, 1.40 p.m.
The *New York Times* says that the U53 obtained at Newport a complete list of inward and outward steamers, from New York.

The Stephano.

October 10, 1.40 p.m.
The destruction of the Stephano is particularly resented, as the cargo was small and unimportant and not of a military character. The passengers, including fourteen babies, were driven into boats on a cold night, and drifted for eight hours.

Submarines in the Arctic.

October 10, 1.40 p.m.
It is reported from Christiania that five German submarines are operating in the Arctic Ocean. The victims include two American steamers.

THE ALLIED OFFENSIVE.

German Infantry Punished.

October 10, 3.15 p.m.
General Sir Douglas Haig reports that the trenches raided to the south-west of Givenchy were entered, although held in considerable strength. Two dug-outs were bombed and casualties were inflicted.
German infantry in the open, in the neighbourhood of Grandcourt, were caught by our artillery fire at dawn.

Enemy Uses Tear-Shells.

October 10, 4.30 p.m.
A Paris communique states that there has been reciprocal artillery activity south of the Somme.
The enemy delivered a curtain of fire in the Denicourt sector and bombarded with tear-shells the outskirts of Lihons.

CONVICTION OF MR. GINNELL CONFIRMED.

October 10, 4.30 p.m.
The Appeal Court has confirmed the conviction of Mr. Ginnell, M.P., (who was fined £100, or six weeks' imprisonment, in July last for giving a false name when asking to see Irish prisoners at Knutsford), but has reduced the penalty to £50.

THE GERMAN VOTE IN AMERICA.

In view of the claim made by the Germans that they will hold the balance of power in the U.S. Presidential election, figures furnished by the Census Bureau are interesting. It is estimated that about one person in every eight in the United States was born outside the country. The census of 1910, the last taken, gave the total of foreign born citizens as 13,845,545, of whom 5,742,778 were born in England or the countries of her Allies, 4,275,231 in the countries of the Teutonic Alliance, while the rest came from countries still neutral. The Germans have asserted that they control a million and a half of votes, which number includes not only the votes of the Germans but those of the Austrians, Bulgarians, and Turks, but this is impossible, it would mean one voter for every three persons of the entire Germanic Alliance population in America, which is out of the question. In practically every large city except Boston, New Orleans and Minneapolis the Germans outnumber any other foreign group. In Boston the Irish are in a preponderance, in New Orleans the Italians, and in Minneapolis the Swedes.

ST. ANDREW'S CHURCH.

Memorial to the Rev. H. O. Spink, M.A.

At a meeting of the Vestry of St. Andrew's Church, Kowloon, held on the 3rd inst., it was decided to place a memorial tablet in the Church, to the memory of the late Rev. H. O. Spink, M.A., C. F. (formerly Chaplain of St. Andrew's Church) whose death at the Front was recently reported in this Colony.
Subscriptions may be sent to the Rev. N. C. Pope, the Vicarage, Nathan Road, or to Mr. E. C. Fielder, Hon. Secretary, 4, Torres Buildings, Kowloon.
If the subscriptions exceed the amounts necessary for the erection of a memorial tablet, the surplus will be given to Dr. Barnardo's Homes, in which Rev. H. O. Spink was especially interested, and which are in urgent need of help in this time of war.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The P. & O. Homeward Mail Steamer MOULTAN with the Homeward Mail of the 24th August last, arrived in London on Saturday, the 7th instant.

SHIPPING.

NKKLYKE-PAKETVAART-MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.
The S.S. "JACOB".
A vessel plying regularly between HONGKONG & BELAWAN (Sumatra) via Swatow.
Next departure from Hongkong: October 25, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.
For freight and passage apply to:—

Building. Tel. 1574.
JAYA-CHINA-JAPAN LIJN.
Agents.
Hongkong, 29th May, 1916.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

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"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and Honolulu.
THE SUNSHINE BELT.

The most comfortable route to America and Europe.
Sailings from Hongkong.

S.S. "ECUADOR" October 14, 1916.
S.S. "VENEZUELA" ...
S.S. "COLOMBIA" ...

These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our First Consideration.
For further information, rates, literature, schedules etc., Apply to:—
ALEXANDRA BUILDINGS,
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Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the world will be forwarded free on application.

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THOS. COOK & SON.
16, Des Voeux Road, HONGKONG.
also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Ports	Demodocus	B. & S.	1, Oct.
London via Cape Town	C. of Manila	B. L. Ltd.	18, Oct.
London via Cape Town	Fushima M.	N. Y. K.	20, Oct.
London via Ports	Novara	P. & O.	20, Oct.
London via Cape Town	Hirano M.	N. Y. K.	2, Nov.
London via Ports	Nore	P. & O.	3, Nov.
London via Ports	Neleus	B. & S.	6, Nov.
Liverpool via Ports	Alex	B. & S.	7, Nov.
London via Ports	Pyrrhus	B. & S.	13, Nov.
Genoa	Mershire	J. M. Co.	end Nov.

NEW YORK, SAN FRANCISCO AND CANADA

Victoria B.C. via Japan	Shid-uoka M.	N. Y. K.	11, Oct.
San Francisco via Japan	Tia ndari	J.C.J. L.	12, Oct.
San Francisco via Japan	Equad r	P. M. S.	14, Oct.
South American Ports	Ikoussan M.	T. K. K.	15, Oct.
San Francisco via Manila	Nippon M.	T. K. K.	17, Oct.
San Francisco via Japan	Jaxon	B. & S.	17, Oct.
San Francisco via Japan	Newby Hall	B. L. Ltd.	20, Oct.
San Francisco via Japan	Teuyama M.	N. Y. K.	20, Oct.
San Francisco via Japan	Kamura M.	N. Y. K.	31, Oct.
San Francisco via Japan	Monteale	C. P. O. S.	2, Nov.
San Francisco via Japan	Seiry M.	T. K. K.	7, Nov.
San Francisco via Japan	Karimoen	J.C.J. L.	11, Nov.

AUSTRALIA.

Australia via Manila	Eastern	G. L. Co.	11, Oct.
Australia via Manila	Nikko M.	N. Y. K.	13, Oct.
Australia via Manila	St. Albans	G. L. Co.	10, Nov.
Australia via Manila	Aki M.	N. Y. K.	14, Nov.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Moji and Kobe	Hopang	J. M. Co.	11, Oct.
Haiphong	Kaifong	B. & S.	11, Oct.
Sandakan	Hinsang	J. M. Co.	11, Oct.
Shanghai and Japan	Kaga M.	N. Y. K.	11, Oct.
Manila, Cebu and Iloilo	Chinhua	B. & S.	12, Oct.
Weihow and Tientsin	Chipsing	J. M. Co.	12, Oct.
Shanghai, Moji and Kobe	Nore	P. & O.	12, Oct.
Hoihow and Haiphong	Takasang	J. M. Co.	12, Oct.
Java and Makassar	Tjilatjap	J.C.J. L.	12, Oct.
Shanghai	Tjitaroem	J.C.J. L.	12, Oct.
Shanghai	Sinkiang	J. M. Co.	12, Oct.
Singapore, Penang and Calcutta	Namsang	J. M. Co.	13, Oct.
Nagasaki, Kobe and Yokohama	Aki M.	N. Y. K.	13, Oct.
Shanghai and Kobe	Jinsen M.	N. Y. K.	13, Oct.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	13, Oct.
Shanghai	Kwongsang	J. M. Co.	14, Oct.
Manila	Yuen	J. M. Co.	14, Oct.
Singapore & Calcutta	Cishun M.	J. M. Co.	14, Oct.
Kobe	Tjiliwong	J.C.J. L.	15, Oct.
Shanghai	Anhui	B. & S.	15, Oct.
Singapore to Calcutta	Japan	D. S. & Co.	16, Oct.
Tientsin	Huichow	B. & S.	17, Oct.
Swatow, Amoy and Foochow	Luchow	B. & S.	17, Oct.
Shanghai	Taming	B. & S.	17, Oct.
Manila, Cebu and Iloilo	Kamo M.	N. Y. K.	18, Oct.
Shanghai to Yokohama	Colombo M.	N. Y. K.	18, Oct.
Calcutta via Ports	Bombay M.	N. Y. K.	19, Oct.
Bombay via Ports	Rangoon M.	N. Y. K.	19, Oct.
Shanghai, Moji and Kobe	Shantung	B. & S.	19, Oct.
Shanghai	Tensho M.	J. M. Co.	20, Oct.
Singapore	Longsang	J. M. Co.	21, Oct.
Manila	Gregory A.	D. S. & Co.	24, Oct.
Shanghai, Kobe and Moji	Nyanza	P. & O.	25, Oct.
Shanghai, Moji and Kobe	S. Jacob	J.C.J. L.	25, Oct.
Belawan Deli (Sumatra) via S'w	Mershire	J. M. Co.	26, Oct.
Vladivostok	Oania	B. & S.	3, Nov.
Shanghai and Japan	Talhybius	B. & S.	5, Nov.
Manila	Cyclops	B. & S.	15, Nov.
Shanghai and Japan	Ningchow	B. & S.	16, Nov.

CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI and MANILA.

THE Steamship
"ECUADOR"

The above mentioned Steamer
having arrived, Consignees of
cargo are hereby notified to send
in their Bills of Lading for counter-
signature, and to take immediate
delivery of cargo from alongside.

Cargo remaining undelivered
on Saturday October 6, 1916, at
5 p.m. will be landed at Con-
signees' risk and expense, and
delivery must then be taken from the
Company's Godown. Storage charges
will be assessed on all
cargo remaining undelivered on
Friday October 13, 1916, at 5 p.m.

No Fire Insurance whatever
will be effected.

No claims will be recognized
after the Goods have left the
steamer or Godown.

All chafed and damaged cargo
will be landed into the Company's
Godown where they will be exam-
ined on October 12, 1916, at
10 a.m.

No claims will be recognized if
filed after November 6, 1916.

B. C. MORTON
General Agent

Hongkong, October 9, 1916.

CONSIGNEES

TOYO KISEN KAISHA.

s.s. "NIPPON MARU."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
and SHANGHAI.

The above named steamer hav-
ing arrived, Consignees of
cargo are hereby notified to send
in their Bills of Lading for counter-
signature, and to take immediate
delivery of cargo from alongside.

Cargo remaining undelivered
on October 11, at noon, will
be landed at Consignees' risk and
expense, and delivery must
then be taken from the Com-
pany's Godown. Storage charges
will be assessed on all
cargo remaining undelivered on
October 14, at 5 p.m.

No Fire Insurance whatever
will be effected.

No claims will be recognized
after the goods have left the
steamer or Godown.

All chafed and damaged
cargo will be landed into
the Company's Godown, where
they will be examined on
October 18, at 10 a.m.

No claims will be recognized if
filed after October 29, 1916.

T. DAIGO
Agent

Hongkong, October 9, 1916.

MOVEMENTS OF
STEAMERS.

CANADIAN MAIL.

The C.P.O.S. s.s. "EMPEROR OF ANIA"
arrived Nagasaki on Oct. 8, at 6 p.m. lat
Nagasaki on Oct. 9, at noon.

The C.P.O.S. s.s. "EMPEROR OF
RUSSIA" leaves Victoria on Oct. 8, at 9
p.m., due to arrive Yokohama on Oct. 15.

ENGLISH MAIL.

The P. & O. s.s. "NORE" left Singa-
pore for this Port on the 6th inst., at
p.m., with the Outward English Mail, and
is due here on the 11th inst., at about
3 p.m. afternoon.

MERCHANT STEAMERS.

The s.s. "GREGORY APGAR" left Cal-
cutta on the 4th inst., and may be ex-
pected here on or about the 21st inst.

VESSELS IN PORT.

Steamers.
Wider, Br. s.s. 4,399, Rother, 4th Sept.—
V. & B. Br. 704 Aug. Gen.—L. L.
Aug.—Belmont, Br. s.s. 2,967, Claret,
9th Sept.—Batavia, 30th Aug.
Ballast—A. P. Co.

Iramulka, Br. s.s. 1,354, Mercer, 29th
Sept.—Marila, 26th Sept., Sandal
Wood, Lapique & Co.

Hausalo, Br. s.s. 1,276, Smith, 30th Sept.
—Saigon, 26th Sept., Rice—Chinese,
Changsha, Br. s.s. 1,441, Gambrell, 1st
Oct.—Melbourne, 19th Sept., Gen.—
B. & S.

Hinsang, Br. s.s. 1,383, Kennedy, 1st Oct.
—Sandakan, 26th Sept., Gen.—J. M. &
Co.

Patella, Br. s.s. 3,501, Nisbet, 2nd Oct.—
Nagasaki, 27th Sept., Ballast—A. P. Co.

Shid-uoka M. Jap. s.s. 3,669, Noma, 2nd
Oct.—Shanghai, 29th Sept., Gen.—
N. Y. K.

Haiching, Br. s.s. 1,267, Patermore, 3rd
Oct.—S'wallow, 2nd Oct., Gen.—D. L.
& Co.

Loongang, Br. s.s. 1,075, Mathews, 3rd
Oct.—Manila, 30th Sept., Gen.—J. M. &
Co.

Yaching, Br. s.s. 1,434, Anderson, 3rd
Oct.—Kobe, 27th Sept., Gen.—J. M. &
Co.

Shooking, Br. s.s. 1,073, Hobb, 5th Oct.
—Calcutta, 28th Sept., Karoonce & L.
B. & S.

Ecuador, Amer. s.s. 3,517, Nelson, 6th
Oct.—Manila, 3rd Oct., Gen.—P. M. S.

Hopang, Br. s.s. 1,359, Robertson, 6th
Oct.—Singapore, 28th Sept., Gen.—
J. M. & Co.

Kirin M. Jap. s.s. 2,735, San Ki, 6th Oct.
—Singapore, 28th Sept., Gen.—N. Y. K.

Woll-wra, Br. s.s. 1,577, 34, Pritchard, 6th
Oct.—Saigon, 1st Oct., Gen.—E. H. Ray Co.

Easton, Br. s.s. 2,272, Carter, 7th Oct.—
Kobe, 2nd Oct., Gen.—G. L. Co.

Hongkong, Fr. s.s. 739, Marguerite, 7th
Oct.—Hoihow, 6th Oct., Gen.—A. R. Marly.

Kaifong, Br. s.s. 966, Evans, 7th Oct.—
Haiphong, 6th Oct., Gen.—B. & S.

Narawang, Br. s.s. 2,591, Liddell, 7th Oct.—
Melb., 2nd Oct., Gen.—J. M. & Co.

Takring, Br. s.s. 970, Mathews, 7th Oct.—
Haiphong, 5th Oct., Gen.—J. M. & Co.

Trigonia, Dut. s.s. 1,056, Vygeboom, 7th
Oct.—Singapore, 30th Sept., Petro-
Idum, B. A. s.s. 1,350, Sildford, 8th Oct.

Chichu, Br. s.s. 1,350, Sildford, 8th Oct.—
Manila, 5th Oct., Gen.—B. & S.

Kurshima M. Jap. s.s. 2,354, Nihikawa,
8th Oct.—Moji, 3rd Oct., Gen.—
N. Y. K.

Nippon M. Jap. s.s. 2,965, Nagano, 8th
Oct.—Shanghai, 5th Oct., Gen.—
C. K. E.

Taiwan M. Jap. s.s. Hanbayashi, 8th Oct.—
Bangkok, 28th Sept., Gen.—J. C. L.

Tjitaroem, Dut. s.s. 3,444, 8th Oct.—
Batavia, 29th Sept., Gen.—J. C. L.

Tjicondar, Dut. s.s. 5,015, Bonman, 14th
Oct.—Manila, 4th Oct., Gen.—J.C.J. L.

Hawaii M. Jap. s.s. 5,980, 11, Saitow, 9th
Oct.—Manila, 7th Oct., Gen.—O.S.K.

Tjilatjap, Dut. s.s. 2,770, Brugema, 9th
Oct.—Moji, 4th Oct., Gen.—J.C.J. L.

Hazel Dollar, Br. s.s. 1,264, Ridley, 9th
Oct.—Manila, 5th Oct., Gen.—E. H. Dollar Co.

T. Kano M. Jap. s.s. 658, Okie, 9th Oct.—
Taichang, 2nd Oct., Salt—Snowman
& Co.

Dargin, Nor. s.s. 897, Selveeen, 10th Oct.—
Hoihow, 8th Oct., Gen.—T. & Co.

Brahama, Br. s.s. 716, McLellan, 14th
Oct.—Bangkok, 1st Oct., Bloch-
China.

Luzon M. Jap. s.s. 2,246, Watanabe, 15th
Oct.—Moji, 5th Oct., Gen.—O. S. K.

Yuenwang, Br. s.s. 1,128, Mamey, 15th
Oct.—Manila, 7th Oct., Gen.—J. M. &
Co.

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ments, Bread, Cakes and Con-
fectionary at before-the-war
prices: ALEXANDRA CAFE.

VESSELS DUE.

Agency.	Vessel's Name.	Ton- nage.	Date Due.	From.
B. & S.	Kikon	10,240	Oct. 11	Manila
P. & O.	Nore		Oct. 11	Singapore
N. Y. K.	Nikko Maru	8,500	Oct. 13	Yokohama
N. Y. K.	Aki Maru	12,500	Oct. 13	Australia
N. Y. K.	Jinsen Maru	8,000	Oct. 12	Calcutta
N. Y. K.	Bombay Maru	8,000	Oct. 14	Kobe
N. Y. K.	Rangoon Maru	8,000	Oct. 15	Bombay
N. Y. K.	Kamo Maru	18,000	Oct. 17	London
N. Y. K.	Fushimi Maru	21,000	Oct. 18	Yokohama
N. Y. K.	Colombo Maru	10,000	Oct. 19	Kobe
G. L. & Co.	St. Alban		Oct. 21	Australia
S. T. & Co.	Gregory Apgar		Oct. 21	Calcutta
N. Y. K.	Kam-kura Maru	12,500	Oct. 22	Victoria B.C.
N. Y. K.	Yotorofu Maru	8,000	Oct. 30	Bombay
N. Y. K.	Katzi Maru	21,000	Oct. 31	London
B. & S.	Talhybius	10,244	Nov. 1	Seattle
B. & S.	Oanfa	9,014	Nov. 2	Liverpool
B. & S.	Crochips	9,332	Nov. 4	Liverpool
B. & S.	Talhybius	10,244	Nov. 13	Manila
B. & S.	Ningchow	9,021	Nov. 15	Liverpool

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SOUTH AMERICAN LINE

THE Steamship
"IKOMASAN MARU"

will be despatched from Hong-
kong by the Toyo Kisen Kaisha,
on SUNDAY October 15, for
Japan, San Francisco, Balboa
and South American Ports.

T. DAIGO,
Agent,
The Toyo Kisen Kaisha.

AMERICAN & MANCHURIAN
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For BOSTON and NEW YORK
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s.s. "NEWBY HALL."

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ports on the 23rd October, 1916.

For Freight and further in-
formation apply to:—
THE BANK LINE LTD.
General Agents.

TO SAIL

FRANK WATERHOUSE AND
CO., INC.

FOR SINGAPORE AND
CALCUTTA.

THE Steamship
"CISHUN MARU"

will be despatched for the above
ports on October 14, 1916.
FOR SINGAPORE.

THE Steamship
"TENSIO MARU"

will be despatched for the above
port on October 20, 1916.
For freight and further particu-
lars apply to:—

JARDINE MATHESON &
Co., Ltd.

Agent's.
Tel. No. 215, Ex. No. 10.
Hongkong, October 7, 1916.

FOR BOSTON & NEW YORK.

s.s. "ECREMONT CASTLE"
10th November.
It is intended that the above
vessel will proceed via Panama
Canal.

DODWELL & CO., LTD.

SHARE MARKET
QUOTATIONS.

Up to the Minute.

Banks.	b. \$	770.00
H.K. Fire.	sa. \$	387.50
Douglas.	b. \$	122.00
Indes (Def.)	b. \$	131.50
Steamboats.	sa. \$	22.25
Shells.	b. \$	112/
China Sugars.	sa. \$	113.00
Luxon Sugars.	b. \$	38.50
Ural Caspian.	sa. \$	34/8
H.K. Wharves.	b. \$	33.00
K'loon Docks.	b. \$	129.50
S'hai Cottons.	b. T	99.00
Cement.	sa. \$	10.20
H.K. Electric.	b. \$	54.00
H.K. Tramways.	sa. \$	7.20
Watsons.	b. \$	7.00

WOMEN AT WORK.

Scenes in an Airship Factory.

In a series of immense halls, one of the most picturesque kinds of women's war work takes place, where a troupe of girls in masculine attire of blue trousers and shirts are engaged on airship construction. Work takes place both inside and outside the gas bags which lie inflated with air, like huge, whales of nightmare proportions, on the floor of one of the workshops, some of them gently increasing in size as the air hisses into them.

The inside of a ship is reached through a manhole which lies hidden beneath the heavy folds of the envelope. By crawling on all fours under a mass of fabric, lifting it on one's shoulders, and struggling through the narrow opening into the ship, one reaches a wonderful cigar shaped tent, as big as a ball room, and suffused with yellow light. The seams of the envelope, showing where the fabric has been joined, run in long, graceful lines down the walls of the ship, telling dark against the glow from outside, and making a fascinating study in perspective.

Here and there, sitting or kneeling on the floor, trousersed, girlish figures are to be seen in the half light busily at work. They are a merry company of little war-workers, recruited from every station of life, always singing and laughing as they twist and tug at wire and rope, and doing as good work (so their Warrant Officer says) as fully-trained men.

In an adjoining hall, in an atmosphere thick with fumes, men wearing little masks are doping other envelopes, while at the far end of the same huge hall lies a great silvery ship, almost completed, towering high up nearly to the roof, fully inflated and perfect in outline. In this part of the workshop only men are employed, on account of the dangerous effects of the fumes of the "dope." In another great hall about 70 women are putting the envelopes together. A long row of tables stretches down each side of the workshop, and in the middle of the floor lie big, untidy heaps of fabric—half finished envelopes—with here and there girls dotted about among them, working on hands and knees. At each of the tables there is a different form of work, and by going from one to another the whole process of the production of an envelope can be followed. The fabric comes in from the store room in rolls, is cut into hundreds of pieces, nearly all varying in size and shape, and after these have been joined together in a particular manner there goes out from the workshop a complete gas-bag, all ready for doping, made entirely by women from first to last.

When an envelope is finished it is rolled up tightly and tied with tapes, making a snake like bundle hundreds of feet long. Fifty or 60 men come in; they take up their places along its length, and at the word of command hoist it with some difficulty on to their shoulders. Marching in time, their footsteps echoing down the hall, their backs bent nearly double, they file slowly along with their monster burden, and as they go the girls who have made it look up from their work and proudly watch it out of sight. If ever they see it again it will be as a creature of the air, gifted with life and speed, riding the winds, threading its way with the thunderous whirling of propellers across the blue.

PIRATE HUNTING.

An Affray at Wongmoon.

The river boats report considerable activity among the Kwangtung troops in hunting down salt-smugglers and pirates. Yesterday, from early morning till at least mid-day, what appears to have been something like an organised "drive" took place near Wongmoon. A large junk filled with armed troops had been towed to the spot, under the escort of a cruiser; and, while the soldiers were landed and set off in pursuit of the evil-doers, the cruiser's men mounted aloft and watched the fun at their leisure.

Apparently the "game" was soon found, for firing began almost immediately the men were landed, and a British boat which passed at eight o'clock was warned, by a shot across her bows, to be on the look-out. Another British steamer which passed three hours later was hailed by the cruiser, and her captain was recommended to get his passengers and crew to the safety side of the boat, as heavy rifle-firing was in progress. The pirates fired more or less aimlessly, it would seem, for at least two bullets passed close to the captain's head. Later, shells were seen hurrying some little distance inshore, but no details as to the real result of the fighting are yet to hand. The event is understood to be a part of the new Governor's scheme for rounding up the freebooters of the district.

ALLEGED EMBEZZLEMENT

Newspaper Shroff Charged.

Before Mr. J. R. Wood, at the Police Court this morning, Wong Kwok-man, a shroff in the employ of the South China Morning Post, was charged with embezzling the sum of \$250.

The facts of the case, as outlined by Detective Sergeant Clark, were that it was defendant's duty to collect accounts for newspapers supplied, and, on September 1, he collected \$250 from the American Consul for which he gave a receipt, but did not pay the money in. The account was sent in again on Saturday and was returned as having been paid. Defendant was questioned and he said he had only just collected it and then paid it in. Defendant had been employed there for four years, and there were no further suspicions against him.

Defendant admitted collecting the money, but said he had forgotten to enter it into the account book. He had no intention of defrauding, for, if he had wished to, he would have gone for a bigger amount.

Mr. B. Wylie, Acting General Manager of the prosecuting Company, explained how the sum was discovered to be missing.

His Worship remanded the case until Saturday, bail being allowed in the sum of \$250.

THE AL FRESCO FETE.

The Council General of the Society of St. Vincent de Paul desires to express its heartfelt thanks to H. E. Sir F.H. May, K.C.M.G., and Lady May for extending their patronage to their annual bazaar in aid of the poor under their charge, as well as some valuable evenings contributed by them towards the al fresco fete; to His Lordship Bishop Poxon for his co-operation; to the ladies and gentlemen who kindly attended at refreshment stalls; to the Catholic Women's League for their valuable services; to the French and Italian Convents for their useful souvenirs; to Messrs. A. J. Edwards and M. E. Baptista, who took upon themselves to organise a stall; to all the ladies and gentlemen who helped to make the bazaar an accomplished success; to the splendid Orchestra Philharmonic, whose well selected music was highly appreciated by the public; in short, to all who have shown such a keen interest in and liberal support towards the funds of the Society. The total proceeds of the fete were about \$2,400 net.

H. K. P. R.
ASSAULT-AT-ARMS.

Articles Signed between Finn and Scott.

Sporting circles will learn with interest that an agreement to fight a fifteen-round contest for the heavy-weight championship was signed to-day at the office of the Telegraph between "Paddy" Finn, R.N., and Corporal Scott, R.E. The articles were subscribed in presence of Capt. Franks, A.S.P. (R.), and Staff Inspectors Wilden and Clark, representing the Hongkong Police Reserve.

The match takes place as the principal event of the H.K.P.R. assault-at-arms which is being given on November 4, on behalf of the Kitchener Memorial Fund. The fight promises to be a big event in the history of local boxing, and an overflowing house is confidently anticipated.

POLICE RESERVE
ORDERS.

Orders issued to-day by Mr. J. W. Frank, A.S.P. (Reserve), state:—

Parades Central Station 5.30 p.m. Wednesday, Oct. 11th.—No. 2 Company. Recruits of No. 2 Platoon under O.S. Major. Recruits of No. 4 Company under C.S. Major.

Thursday, Oct. 12th.—Recruits of No. 4 Company under C.S. Major.

Friday, Oct. 13th.—Maxim Gunners. Nos. 3 and 4 Companies (Except Recruits). Recruits of No. 2 Platoon under O.S. Major. Saturday, Oct. 14th.—Defaulters Drill at 4.30 p.m.

Ambulance Platoon. Members are expected to turn up regularly at practice drills. These drills are by order of the A.S.P. (R.) and absentees will be treated as defaulters.

"Our Day," Oct. 19th. The Police Reserve Club will be open to ladies from 12 noon. Light refreshments 1 p.m. to 3 p.m. Tea 5 p.m. to 7 p.m. Headquarters' Club.

The General Committee will meet at the Club on Thursday, Oct. 12th, at 5.30 p.m.

GERMAN INTRIGUE IN SINKIANG.

A Riot at Kashgar.

Peking, Oct. 6.—The Chinese Government has received a telegram from the Tachun of Sinkiang reporting that Russian Cossacks, who come south every year to farm, returning in the autumn, caused a riot in the region of Kashgar resulting in the death of some 400 Chinese.

Details of the affair are meagre, but there are good grounds for believing that the disturbance, the results of which are probably exaggerated, is due to the intrigues of German and Turkish agents, many of whom have been coming from Persia and Afghanistan and also through China, and who have been active in Sinkiang during the past two years endeavouring to stir up the Muslim population in the hope that the trouble will spread to Russian territory and also cause friction between the Russian and Chinese authorities.

It is understood that the British and Russian Governments have constantly warned the Chinese Government of the danger of permitting Germans and Turks to carry on their propaganda. Some of their agents who have been stopped at Lanchow and elsewhere en route to Sinkiang, have been found to be in possession of proclamations signed by the Sultan of Turkey and Enver Pasha inciting Muslims to rise against Russia and declare a Holy War. Propagandists have also been turned out of Yarkand and Kashgar but were brought back to China and handed over to the German Consular authorities and have therefore been lost sight of. They were probably released and sent back to carry out their mission. The latest report says that one of the principal intriguers is Doctor von Hentig, who was formerly attached to the German Legation in Peking and reached Sinkiang from Persia where he has been carrying on the propaganda.

NO. 1 HONGKONG V.A.D.

Commandant, Lady May. Assistant Commandant, Mrs. Churchill.

1.—Section meetings will be held at the Helena May Institute on Wednesdays at 10 a.m., as arranged by Section Leaders.

2.—Dr. Alice Hickling will commence a Course of Lectures on First Aid at the Helena May Institute on Tuesday, 17th inst., at 11 a.m.

The following Nursing Sisters are qualified to take the "Medallion" Examination, one year having elapsed since their last "First Aid" Examination; those passing the Medallion Examination will be recognised as "Efficient in First Aid" for the year ending September, 1917.—Mrs. Arthur, Mrs. Aubrey, Mrs. A. Chapman, Miss Denison, Miss Davidson, Miss Gittins, Mrs. James, Mrs. Keigwin, Mrs. Manning, Mrs. Mansfield, Mrs. Pentreath, Mrs. Grant Smith, Mrs. Murray Scott, Mrs. J. W. Taylor, and Miss Worters.

The following are qualified to enter for the "First Aid" Examination entitling them to the "Bar," and also to recognition as being "Efficient in First Aid":—Mrs. Gegg, Mrs. Goldsmith, Miss L. Loureiro, Miss M. Loureiro, and Miss Wilkinson.

3.—Members are reminded of the Concert at the Victoria Theatre on the 12th inst. in support of "Our Day."

M. RALPHS, Adjutant and Hon. Sec. 10th October, 1916.

GERMAN COLONIES
AFTER THE WAR.

A Remarkable Claim.

Amsterdam, August 22.—The *Kölnische Volkszeitung*, of Aug. 21, contains a curious article based on the assumption that Germany will not succeed in altering the conditions in the North Sea in accordance with her wishes, and arguing that nevertheless Germany must secure colonial possessions corresponding to her political and economic interests.

The article points out Germany has to pay abroad yearly more than two milliards of marks for tropical raw materials, and it asks whether it is in future to be left to England's benevolence to decide if she will deliver raw materials. "For the same reason," it continues, "that people demand colonial withdrawal in the event of failure to obtain the most powerful influence for Germany at sea, one could demand the surrender of all German economic activity overseas. We, too, strong German fleet more than ever after the experience of the present war. But the question is not only the existence of ships, but that the ships should have points d'appui and naval stations in German soil overseas. The fate of our foreign fleet has taught us clearly enough that the idea of a foreign fleet was something incomplete, because at the moment our ships were to begin their activity we were unable to provide them with the territory which should have given them support. Not even adequate docks, doubly necessary in the tropics, were at their disposal in our colonies; not to speak of workshops and munitions stores, &c. Destruction could only be their fate, glorious indeed, but void of substantial influence on the course of events. The loss of our colonies has created the idea in many minds that every German colonial possession would in future be as easily overrun as in this war. The fact is overlooked that all the colonies have maintained themselves far longer than the stoutest optimists have ever imagined before the war (German South-West Africa a year, Cameroons one and a half years, while East Africa is still fighting), despite the fact that none of these were in the remotest degree prepared for war.

A RECENT ROBBERY.

Five Chinese Charged in Court.

The hearing of the case was continued at the Police Court, this afternoon, in which five Chinese are charged with the larceny of goods from Messrs. Ramjith and Co., of Des Voeux Road.

Mr. Mattingley prosecuted, and the defendants were represented by Messrs. E. O. Faithfull, Otto Kong Sing, C. F. Mason, and W. B. Hind.

Mr. Mattingley said he could not finish all the charges before his Worship, who would shortly be going on holiday, but he was quite prepared to proceed with one charge.

Mr. Ramjith said he was a merchant. On the 2nd inst. he went to his office. When he left on the 30th ult. everything was in order. When he arrived at the office on the 2nd inst. his clerk informed him that he could not get into the room because it seemed to be locked. Eventually he had to use a duplicate key which he always carried with him. On entering the room he discovered that all the catalogues and books were missing. He looked for his office boy, but he had disappeared, and a report was subsequently made to the police. It was discovered that an electric table fan was missing; a large quantity of books and catalogues, sample glass ware, six hundred and eighty safety razors, and a sewing machine.

A clerk in Mr. Ramjith's employ said that on the date in question he went to the office and found it locked. The office boy could not be found. On a later day he went with a Chinese detective to look for the missing property in Upper Lascar Row, where he saw some of the goods.

The hearing was adjourned.

CAPTAIN FRYATT.

Count Reventlow on the British Intentions.

The German press pretends to be quite indifferent to any steps that Great Britain may take after the war to exact reparation for the murder of Captain Fryatt. As we have already been officially told, Germany "regards quite coolly" the threat that diplomatic relations will not be resumed until satisfaction for this foul deed has been paid.

"The majority of the German people," writes Count Reventlow in the *Deutsche Tageszeitung*, "are entirely behind their Government in this matter. Knowledge of the English character is growing in the German people, and with it contempt and suspicion of that nation. At the end of the war one may say that these will be the feelings of the majority of the German people with the exception of those who are attracted to the west, and the capitalistic Empire of the Anglo-Americans. It creates a particularly comic impression in Germany, when words such as the Prime Minister and English newspapers use suggest the naive impression that the German people are waiting with longing for the moment when they will be received into the good graces of England again."

"Every individual Englishman," declares Count Reventlow, "must be treated like Great Britain; we must go to the utmost limit. And any German who keeps any respect for England must be treated, whether he be man or woman, as if he were an Englishman."

Cookery Demonstration. By kind invitation of the Committee of the Helena May Institute, Mrs. Belle de Graf, Domestic Science Teacher, of the University of California, will demonstrate the use of Sperry's Cereal Products on Friday, the 13th inst., at 10.30 a.m. All members of the Mothers' Union and all ladies interested in cookery are cordially invited to be present.

MOTOR TRANSPORT AT
VERDUN.

Wonderful French Service. Writing in the Observer, H. Marescau says:—

The Verdun operations, like those on the Marne, began with heavy German drives, in which tens of thousands of motor vehicles of many types, each designed for a special purpose, were employed. In each case the successful stand of the French army was made possible largely through the astonishing use made of motor vehicles to rush reserve troops and munitions to the threatened points in time to stem the tide of the Hun advance.

Within the French wedge at Verdun a single track railway line was supplemented by a highway transport service which employed 3,500 motor trucks before the start of the German drive last February. By the 1st of that month a special staff had been constituted in the region, under the style of the Commission Regulatrice Automobile, to prepare efficient and efficient motor transport service to meet any demand. According to the August issue of the *American Motor* this reserve service was made up of 200 sections, schemed to operate with clocklike regularity, and comprising a total of 4,000 motor lorries, with a minimum daily consumption of 40,000 gallons of petrol, 4,000 gallons of lubricating oil, 4,400 lbs. of grease, all which supplies had to be available precisely where they would be needed.

Thus, with the regular motor transport service of the French Army occupying the Verdun sector, there was provided, as long ago as February, 7,500 motor transport vehicles, apart altogether from thousands of other types of military automobiles for artillery, armoured cars, officers' service, dispatch work, hospital work and so forth, making a total number employed during the heavy Verdun fighting of over 15,000 motor vehicles, which number, moreover, has had to be maintained constantly.

The progress of the Verdun fighting sufficiently testifies to the success of these arrangements. It provides a convincing demonstration of the value of military motor transport.

During the first hundred days of the great battle one motor lorry or omnibus passed along the 45 miles route between Bar-le-Duc and Verdun every 22 seconds throughout the 24 hours. Neither snow, rain, frost nor mud caused any interruption of this service. Small wonder General Joffre issued an order expressing his thanks to those responsible for the fine organisation and to the men in the motor transport service for their high sense of duty.

The fact is that the public at home has little or no appreciation of the scale of motor enterprise in connection with this war. Yet it is desirable it should have, particularly in face of the point that the further the Allies advance the more need they will have of the service of the motor transport, because they will be passing away from the excellent railway systems behind them and out over broken country. Therefore, one may hark back to give an illustration of accomplishment earlier in the war, with a view to revealing the scale of enemy enterprises, which while amazing, nevertheless is being utterly eclipsed by what the Allies are undertaking to-day.

A semi-official publication, recently printed in book form in Germany under the title "Die Schlachten an der Marne, September 6 to 12, 1914," throws light on the extensive employment of motor vehicles by our enemies in the operations leading up to and including the Battle of the Marne.

The great German drive through Luxembourg and Belgium to the vicinity of Paris was accomplished in record time through the use of over 30,000 motor vehicles. They included 1,500 subsidised motor units, each made up of a tractor and a trailer of two tons capacity. The total load capacity of this section of the fleet was 18,000,000 lbs. This means 18 lbs. for each of the 1,000,000 German soldiers said to have taken part in this initial drive.

On the assumption that the Hun kept up the railroad within

A MINISTRY FOR
COMMERCE.

Mr. Runciman Dealing with the Matter.

The *Daily Dispatch* of Manchester, gave prominence recently to the subject of its London correspondent:—

"I learn that Mr. Asquith has handed over to Mr. Runciman, President of the Board of Trade, the memorial of the Association of Chambers of Commerce asking for the creation of a Ministry of Commerce. Mr. Runciman is now giving personal attention to this question, and it is felt by business men here that he is more likely to give it favourable consideration than the Prime Minister would have done. Mr. Asquith's handling of this question has given rise to much misgiving in the minds of business men, and his failure to include any direct representation of the Associated Chambers of Commerce on the committee to advise on the industrial and commercial policy to be adopted after the war has only served to increase their doubts. Mr. Asquith recently stated in Parliament, that active steps were being taken to place the Board of Trade in a position to deal effectively with post-war economic and commercial problems, but none among the 27,000 business men who compose the Association of Chambers of Commerce believe that the Board of Trade, as at present constituted, is in a position to deal effectively with both the foreign and domestic commerce of this country."

I am told that business men having relations with U.S., the Continent, and the East are constantly complaining that British trade in those countries is not adequately represented, and in some cases is not represented at all. For instance, for the entire Continent of North America, with its gigantic import and export trade exceeding £800,000,000 annually, no commercial attaché has ever been appointed. Moreover, everyone knows that our Consular officials are not the best qualified men for the new conditions which will arise after the war. They more properly belong to the Diplomatic than to the Consular Service, and the appointment of additional men of their class will not solve the problem.

The responsibility lies with the Foreign Office and the Board of Trade. The Chambers of Commerce urge that the simple way out of the difficulty is to reorganise the Board of Trade and the Consular Service, and to create a Ministry of Commerce, with power to appoint commercial representatives abroad.

Victoria Theatre.

Before a crowded house at the Victoria Theatre last night the "What-nots" gave what most people regarded as their best programme. The conjuring tricks performed by Professor Roberty were carried out with marvellous neatness, and aroused prolonged applause. Charlie and Miss Irene Beryl were both in splendid form, and their two sketches: "Tally Ho!" and "Plantation Memories" were most amusing. Miss Beryl also contributed one of her most graceful performances, in the Harlequin Dances.

Death of Mr. L. R. Needham. Widespread regret was caused throughout the Colony yesterday when the news of the death of Mr. L. R. Needham became known. Beyond a brief telegram saying that his death took place at sea shortly after leaving Marseilles, nothing further is to hand. Deceased arrived in the Colony in 1910 to take up a position as clerk with Messrs. Ewen and Harston, but, on Mr. Harston leaving the firm, Mr. Needham became a partner in the business, a position which he held ever since. He was only about 35 years of age and left for home on leave on August 25. The news of his death came as a great shock to his many friends and acquaintances.

sixty miles of the front, this fleet could supply the troops with food and rifle ammunition, leaving the remaining 28,500 or so other motor vehicles to serve as ambulances, officers' and dispatch cars, ambulances, artillery, transport to carry troops and so forth.

COMMERCIAL.

Antimony Stocks in Japan.

The antimony market in Osaka has been very active since the beginning of the war, owing to increased demands from Russia and the United States. The highest quotation so far was Yen 84 per 100 lbs. or about five times the normal price. This figure was quoted at the beginning of the year. Since then demands from the two countries mentioned have almost entirely stopped, principally owing to increased output in the United States. It is said that at present there are no buyers unless the price is less than Yen 20. The decline is believed to be a very serious blow to holders of stocks which are estimated at 2,000 tons in Osaka. The Jiji calculates that the loss of holders amounts about 730 per 100 lbs. or about Yen 1,300,000 for the 2,000 tons.

His Majesty's Consul-General at Kobe (Mr. E. G. E. Forster) reports that one result of the war will be to stimulate the industries of Osaka, the main part of whose foreign trade is done by Kobe. Industries which were being slowly worked up against the competition of the imported articles have suddenly been given a free field. As to the effect on British trade it is difficult to speak, and it is rather a question of how much of the old trade—in machinery and metals, for instance—can be maintained.

As regards metals conditions have so entirely changed owing to the war that little reference to the earlier situation is needed, and there is little to be said about British trade subsequent to the war, except that the difficulty of obtaining supplies precludes any business, except in a few lines. Since war broke out supplies have become impossible from the European continent, and more and more restricted from the United Kingdom, trade tending to be monopolized by the United States. In pig-iron the import of Cleveland iron had already been affected by imports of Indian pig and the reopening of the Haogang mines. In ships and sheets the activity of shipbuilding yards has rendered the depression less in this than in other lines. The trade in galvanised sheets is dwindling as a result of the local manufacture, and the drop in the import of wire nails from 230,000 piculs in 1912 to 25,000 piculs in 1914 is even more striking. The war has revolutionised zinc refining in Japan. Hitherto, the two refining concerns at Amagasaki, near Osaka and Miike, in Kyushu, have been slowly feeling their way. As a result of the war great activity has been shown in connection with military requirements. Considerable extensions have been made, and it is anticipated that when all the works contemplated are in working order, they will be in a position to deal with the whole of Japan's output of zinc ore. There was a decline in imports of machinery from \$1,897,000 in 1913 to \$1,342,000 in 1914. All classes of machinery shared in this decrease, which, speaking generally, was due at first to the Government policy of retrenchment, combined with the general depression, and latterly to the difficulty of obtaining supplies from Europe. The making of machinery in Osaka and Japan generally is increasing yearly. To give a few instances the demand for oil and gas engines is met largely by locally-made machines, while in machine pumps, water-turbines, cranes, dynamos, motors, locomotives, and in many other classes of machinery, imports are feeling the effect of local competition. Since the outbreak of the war the difficulty which British firms experience in accepting orders for prompt delivery has diverted many orders which might have been expected to go to the United Kingdom.

Troops in Revolt in Szechuan. Chengtu, Oct. 1.—The soldiers at Shinghsien, tired of waiting for their pay, revolted, smashed up the telegraph office, looted the rich merchants, cast off their uniforms and left in a north-westerly direction. It is reported that the Governor is collecting money to send to Tibet to pay the troops and is also sending more soldiers to Tientsin.

PROBLEM OF THE RHINEGOLD.

How It Concerns Great Britain.

Writing in the Observer, Philippe Millet says:—

Paris, August 18.—There is a problem of the Rhinegold, and the French industrial world has given it a good deal of thought since the beginning of the war. It has been discussed for several months in the French reviews and daily papers. A member of the French Chamber, who is also a distinguished economist, M. Fernand Engeland, has devoted to it, under the title "L'Allemagne et le Fer," a remarkable book. Quoted enough, the British public does not seem to have realised yet that this problem concerns Great Britain nearly as much as France. I even believe very few thinking Englishmen are aware that such a problem exists at all.

The question of Alsace-Lorraine has two sides. From the point of view of sentiment it is entirely a French question. I need not emphasise that the whole of the nation, including the Socialists, is unanimous in its will to recover the two provinces which were stolen in 1871 and have since then remained French at heart.

But there is also an industrial side of the question. That part of Lorraine which Germany captured in 1871 contains the largest deposits of iron ore in Central Europe. The little valley of the Sarre, which spreads out on the northern border of Lorraine, is an important coal field. Such is the treasure which Nature has ominously placed at the doors of the Prussian Nibelung.

It is only by keeping this fact well in view that history, past and recent, becomes quite clear. The whole of the treasure was French in 1814. A year after, at the Vienna Congress of 1815, Prussia availed herself of Napoleon's second downfall to lay her hands on the Sarre valley. Then came the war of 1870-71. This time Prussia took hold of what she thought was the whole of the industrial wealth of Lorraine. She would have asked for Briey as well had she known then that Western Lorraine also contained important deposits. However, what she took in 1871 was sufficiently important to become the foundation stone of the whole of her industrial imperialism. This is not a mere metaphor.

Every Englishman ought to know the following figures:—Out of 28.6 million tons of iron ore which Germany extracted from her soil in 1913, 21 millions came from Lorraine. Out of 2,800 million tons, representing the iron deposits of Germany, the German engineers admitted that Lorraine alone contained 2,100 million.

What does this mean? It means that the Lorraine treasure has, for the last 45 years, been the main source from which German metallurgy has derived its strength. But German metallurgy is not only the most important of all German industries; it is the very key to the whole of German industrial development, for it was by using their supremacy in steel that the Germans tried and began to dominate the markets of the world. Moreover, Germany owes it to Lorraine that she has been able to supply her armies with an enormous amount of shells in spite of the blockade. The Germans have said so themselves. "If the output of the mine (iron ore) of Lorraine were to be disturbed," said a manifesto issued in September, 1916, by some of their industrial associations, "the war would be as good as lost." Indeed, if Prussia had not possessed Lorraine she would very likely not have dared to go to war at all.

The primary interest of Britain in the matter is therefore quite obvious. The Lorraine treasure has been in the hands of Prussia, the main weapon with which she has tried for years to strike at her great industrial rival, the British Empire. There will be no industrial peace for the British Empire—any, there will be no peace in the common sense of the word—until Lorraine has returned to its legitimate possessor.

This restitution, however, does not suffice in itself, not even if the Sarre valley, which is Lorraine's

natural dependency, is given back to France. For even then Germany's position remains a threatening one unless England comes to the rescue.

France's Need of Coal.

Roughly speaking, the position will be this. Already before the war France suffered from a shortage of coal and was importing 21 million tons out of 62. Now, the coal output of the Sarre fields would make up for that deficiency did not the mere contiguity of German Lorraine to the present French iron deposits increase the future needs in coal of the French industry to a very high figure, which, according to the best experts, would leave a new deficiency of 38 million tons. If the general conditions of shipping and railway freights which obtained before the war are not altered almost the whole of this extra supply will have to be got from Germany, for it will be impossible for British coal to compete in Lorraine with Westphalian coal.

This would lead to an obvious danger. Of course, France would be in position to deprive Germany of her iron supply in case of another impending war. But from a mere industrial point of view such a state of things would completely tie French metallurgy to German metallurgy. It would make French industry as a whole more or less dependent upon the goodwill of the Germans. The Rhinegold would work against the economic alliance of France and England. Besides, Great Britain would have no say in the most vital question of Central Europe—a question which concerns her future welfare, and which already has caused, more or less directly, so many of her sons to lay down their lives.

The Way Out.

It is not for a layman to say what can be done in order to solve such a technical problem as this. The best thing he can do is to point out the difficulties and ask all far-seeing Englishmen to think about the best way of meeting them.

There is, however, one practical point which, I think, no Englishman will dispute. When peace comes Great Britain must insist that the Rhine should be made an international waterway, with all the adjoining rivers and canals. The day when a British barge will be allowed to take a load of coal from Newcastle to Lorraine and take back a corresponding load of iron ore, that day the Rhinegold problem will cease to leave France face to face with Germany. Why! Herr Thyssen has been good enough to show us the way. His ships took Westphalian coke over to Caen in Normandy, and brought back iron ore. There is no reason why England should not do the same once she has secured free access by water to Central Europe.

It can be done. It ought to be done. Only the problem is an intricate one, and must be faced without delay.

EMPIRE AND DEMOCRACY.

The New Labour Paper.

Next Friday (says the Observer of August 20) there will appear, under the title of the *British Citizen and Empire Worker*, the first issue of a penny weekly publication associated with the new National and Empire movement in the Labour party. Its spirit and the position it will take up on labour and after-the-war problems were outlined yesterday by its editor, Mr. Victor Fisher, in an interview with a representative of the Observer.

"The paper," Mr. Fisher said, "has grown out of the movement known as the British Workers' National League, which is prominently associated with the names of Mr. W. Abraham, M.P., W. Crooks, M.P., Charles Duncan, M.P., John Hodge, M.P., James O'Grady, M.P., C. B. Stanton, M.P., Stephen Walsh, M.P., and A. Wilkie, M.P., and Mr. H. G. Wells, Sir Leo Chirkxzy Money, M.P., Mr. J. A. Seddon, and others. The League was brought into existence in order to combat inside the Labour movement the growing socialist and pro-German tendencies which

were being demonstrated in various parts of the country, and it has been found desirable and indeed necessary, such has been the success of the movement, to have an organ not only for the League itself, but for the expression of our ideas and principles to those who are not members of the League.

"We are out to make a fresh labour party. We are perfectly loyal to them. But the only association of any numbers which is a propagandist society affiliated to the Labour party is the I.L.P., and the I.L.P. is doing nothing else but preach little Englandism and 'perish the country.' We are not more Tory than we were before but this war has been a revolution.

"The *British Citizen*, then, will stand for Labour in its broadest and most national aspects. It will be first and, above all, patriotic. It will be not only national, but it will also be the organ of the greatly reinforced Empire movement amongst the workers. We cannot ignore the Empire after the magnificent example shown us by the self-governing Dominions sending hundreds of thousands of the best of their manhood to fight in Europe, the cause of the old country and of civilisation. And we want to say and to emphasise that the British Empire is either democratic or it is nothing. The British Empire can never become an autocratic, militarist Empire such as the great Central Empires it is combating; and therefore if there is any future for the Empire—and without it there can be no great future for the Anglo-Celtic peoples—it must spring from the democracy.

"There is another feature scarcely less important with which the *British Citizen* will be concerned, and that is what may be called the rebirth of a new spirit between various sections of the community. What we feel is that it is almost inconceivable that the men who have fought and suffered together shall come back and begin over again the old wearisome fight between Capital and Labour. A house divided against itself cannot stand, and although it may be too optimistic, yet we still believe that this new spirit will go at least a long way towards changing the relations between the employing and employed classes.

"But there is one vital condition for this, and that is that the employing classes shall recognise that, as the country and the Empire have been saved mainly by the self-sacrifice and patriotism of the masses, so these masses have earned at the highest price the right to realise in their own country their status as self-respecting citizens. Such a citizenship can only be secured by a clear understanding that the wealth and well-being of the country depend upon all those capable of working and willing to work, having the assurance of working for something more than a mere living wage.

"In my recent speech at Merthyr, Mr. C. B. Stanton's constancy, I summed up what we stood for in what I call the three 'S's'—which, I believe, is the workers' new charter—Sufficiency, Security and Solidarity. Given these I do not think the British worker is the rancorous, venomous creature some people would have us believe. He is not sufficed with class hatred and class jealousy, but he does demand and we believe nothing can prevent him from securing, the wherewithal to live a self-respecting life and to maintain a wife and bairns in decent conditions. On such conditions depend not only his own well-being, but the whole future of the Empire, as Mr. Hughes, the Australian Prime Minister, has shown.

"Such, then," Mr. Fisher added, "is the spirit and such will be the inspiration of the editorial policy of the *British Citizen and Empire Worker*."

Plantation Schools. There are 64 Tamil vernacular schools in the Federated Malay States, with an average attendance of nearly 2,000 children. Many of the schools are on rubber estates. In Selangor especially the rubber estate managers have given their sympathy and co-operation to the movement for educating their labourers' children.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

MARINE INSURANCES.

Cantons b. \$400
North Chinas b. \$155
Unions b. \$925
Yangtzes n. ex 73 \$360

FIRE INSURANCES.

China Fires b. \$154
H. K. Fires b. \$384

SHIPPING.

Douglases b. \$199
Steamboats b. \$291
Indos (Def.) b. \$152
Shells b. \$116
Ferries b. \$28

REFINERIES.

Sugars n. \$113
Malabons b. \$364

MINING.

Kailans n. 30/-
Langkats b. & sa. £35
Raubs n. £275
Tronchs n. 30/-
Urals n. 34/-

DOCKS, WHARVES, GODOWNS, &C.

H. K. Wharves sa. \$83
Kowloon Docks b. \$129
Shai Docks b. £85

LANDS, HOTELS AND BUILDINGS.

Centrals b. \$101
H. K. Hotels n. \$115
Land Invest. b. \$101
Hyphres Est. b. \$675
K'loon Lands n. \$88
Shai Lands n. £95
West Points n. £88

COTTON MILLS.

Ewos b. £148
Kung Yiks n. £145
Shai Cottons n. £99
Yangtzeopos b. £540

MISCELLANEOUS.

Bornes b. \$67
China Light & P. b. \$175
Providents sa. \$925
Dairy Farms sa. \$1020
Green Islands sa. \$56
H. K. Electric n. \$160
Ropes b. \$344
Steel Foundries n. \$10
Trams, Low Levels. \$720
Trams, Peak, old b. \$360
Trams, Peak, new b. cents 85
Laundries b. \$31
U. Waterboats n. \$17.00
Watsons b. \$7.00
Wm. Powells b. \$6.90
Morning Posts b. \$29

CORRECTED TO MON WEDNESDAY OCTOBER 11, 1916.

BENJAMIN & POTTS.

Share and General Brokers, Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T 2/2 1/4
Demand 2/2 5/16
30 d/s 2/2 3/4
60 d/s 2/2 1/2
4 m/s 2/2 9/16
T/T Shanghai 70 1/4
T/T Singapore 93 1/4
T/T Japan 102 1/4
T/T India 162 1/4
Demand, India 162 3/4
T/T San Francisco 52
co & New York
T/T Java 125 3/4
T/T Marks Nom.
T/T France 3.04 1/2
Demand, Paris 3.05

BUYING.

4 m/s. L/C 2/3 1/16
4 m/s. D/P 2/3 1/16
6 m/s. L/C 2/3 5/16
30 d/s. Sydney & } 2/3 5/16
McBourne }
30 d/s. San Francisco } 53 1/4
isco & New York }
4 m/s. Marks Nom.
4 m/s. France 3.21 1/2
6 m/s. France 3.21 1/2
Demand, Germany —
Demand, New York 52 1/4
T/T Bombay 162 3/4
T/T Calcutta 162 3/4
Demand, Calcutta 162 3/4
Demand, Manila 104 1/4
Demand, Singapore 93 1/4
On Haiphong 4% prem.
On Saigon 3 1/2% prem.
On Bangkok 70 3/4
Sovereign 9.05 Nom.
Gold Leaf, per oz. 52.49
Bar Silver, per oz. 32.5/16

SUBSIDIARY COINS.

DISCOUNT PER \$100:
Chinese... 20 cts pieces 10 1/2% dis.
Chinese... 10 cts pieces 10 1/2% dis.
Hongkong 20 cts pieces... par.
Hongkong 10 cts pieces... par.

BANKS.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SHAN,

Chief Manager.

NOTICE.

PEAK TRAMWAY CO LIMITED

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 1.00 P.M. Every 15 Min.

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ENTERTAINMENT.

WAR CHARITIES.

"OUR DAY."
AN ENTERTAINMENT

in aid of the Joint Fund of "OUR DAY," OCTOBER 19TH, which is to be devoted throughout the Empire to raising money for the British Red Cross Society and the Order of St. John of Jerusalem, has been arranged.

BY
THE ST. JOHN AMBULANCE BRIGADE
AT
THE VICTORIA THEATRE
(by kind permission of the Management)

THURSDAY, October 12th, at 9 p.m.

Under the distinguished patronage of H.E. Sir Henry May, K.C.M.G., H.E. Major-General Ventris, Commodore Sandeman, R.N. The proceeds will be added to those obtained at the Fete to be held on "OUR DAY," October 19th.

The following Local Ladies and Gentlemen have kindly consented to appear:—
Mrs. AUBREY.
Mrs. HILL.
Miss Maitland.
Miss (ORDON).
Miss M. GORDON.
Miss MARY HYDE.
Miss DIONE MAY.
Mr. H. I. JONES.
Accompanists:—Mrs. AUSTIN and Messrs. E. J. CHAPMAN and G. GRIMBLE.
Orchestra:—FOLICK RESERVE. (By courtesy of Mr. JENKIN, D.S.P.R.)
Stage Manager:—Lieutenant R. L. BRIDGES, R.N.R.
Selected Pictures, kindly supplied by the Pathe Cinema Co.
The programmes are being specially designed by the MISSES PHOEBE and IRIS MAY.
Refreshments will be kindly provided by Mr. and Mrs. TAGGART, of the Hongkong Hotel.

COMMENCE AT 9.20 P.M. SHARP.
Admission:—Dress Circle \$3.00, Stalls \$2.00 & Pit \$1.00.
Soldiers and Sailors in Uniform—Half Price.

BOOKING AT ANDERSON'S.

WAR CHARITIES.

"OUR DAY"

THURSDAY, 19TH OCTOBER,
will be devoted all over the Empire to collecting funds for

THE BRITISH RED CROSS
SOCIETY

AND

THE ORDER OF ST. JOHN OF
JERUSALEM

IN AID OF THE WOUNDED.

LADY MAY'S ROSE FUND.

20,000 roses have been given, and will be sold throughout the day by numerous ladies and school children.
Subscriptions to the Rose Fund will also be gladly received at any time before the day by Lady May at Government House, who will send a rose, with the acknowledgment.

GREAT ENGLISH FAIR.

in the afternoon, from 3 till 7, on the Murray Parade Ground.
COCONUT SHIES.
DANCING ENCLOSURE.
JUNGLE SHOOTING RANGE
(Elephants, Lions, and the Peak Tiger).
RED CROSS COMPETITIONS.
THE "EVERYTHING" STORES.
TWO BANDS.
THE SWANKS.

ALL THE FUN OF THE FAIR.

Entrance 50 Cents.

FETE AND ILLUMINATIONS

in the Evening, from 9 till 11.30, at the Public Gardens.
CONCERT. TWO BANDS.
Entrance, \$1; seats in Reserved Enclosures, \$2 and \$1 extra.

Refreshments on sale during the Afternoon and Evening.

Tickets obtainable at MOUTRIE'S and the ROBINSON PIANO CO., and from MEMBERS OF THE WAR CHARITIES COMMITTEE.
E. R. HALLIFAX, Hon. Secretary.

NOTICES.

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.
Hongkong 9th July, 1915.

THE CHINA LIGHT AND
POWER COMPANY,
LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, Victoria, on Saturday the 21st day of October, 1916, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July 1916, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 21st October 1916, both inclusive.
SHEWAN TOMES & CO.
General Agents.
Hongkong, October 5, 1916.

POST OFFICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Ships in communication with Cape D'Agulhas Radio Telegraph Station:—
NORE NIKKO MARU
KASATO MARU KAGA MARU
SHIDZUOKA M. MAGELLAN

MAILS DUE.

Europe (English Mail)—Per NORE, 11th Oct.
Europe (London 14th Sept. via Siberia)—Per LUCHOW, 11th Oct.

MAILS CLOSE TO-DAY.

Hoibow & Haiphong—Per TAKSANG, 11th Oct. 5 p.m.
Amoy—Per HONGMOH, 11th Oct. 5 p.m.
Shanghai & N. China—Per AJAX, 11th Oct. 5 p.m.
Straits, Colombo & India via Bombay—Per LUZON MARU, 11th Oct. 5 p.m.

TO-MORROW.

Hoibow & Haiphong—Per HONGKONG, 12th Oct. 10 a.m.
Batavia, Samarang, Sourabaya, Macassar & Port Moresby via Batavia—Per THILATAP, 12th Oct. 10 a.m.
Philippine Isl.—Per CHINHUA, 12th Oct. 10 a.m.
Amoy, Shanghai & N. China—Per TUITAROM, 12th Oct. 10 a.m.
Japan via Nagasaki, Canada, United States, Central & South America via San Francisco—Per TUISONDA, 12th Oct. 11 a.m.
Registration 10.15 a.m. Letters 11 a.m.
Shanghai & N. China, Japan via Moji, (Europe via Siberia)—Per NORE, 12th Oct. 11 a.m.
Registration 10.15 a.m. Letters 11 a.m.
[Shanghai Ch. P.O. Monday, 16th Oct.]
Shanghai & N. China, (Europe via Siberia)—Per SINKANG, 11th Oct. Registration 2.15 p.m. Letters 3 p.m.
[Shanghai Ch. P.O. Monday, 16th Oct.]

FRIDAY, 13th October.

Formosa via Kowloon, Japan via Nagasaki, Victoria, Tacoma via U.S. & Canada—Per HAWAII MARU, 13th Oct. Registration 12.15 p.m. Letters 1 p.m.
Straits, Amoy & Fookow—Per HAIHONG, 13th Oct. 1.30 p.m.
Philippine Isl., Australia & New Guinea via Thaurua Isl.—Per NIKKO MARU, 13th Oct. Registration 2.15 p.m. Letters 3 p.m.

Shanghai & N. China—Per KWONG-SANG, 13th Oct. 3 p.m.

SATURDAY, 14th October.

Japan via Nagasaki—Per AKI MARU, 14th Oct. 9 a.m.
Shanghai & N. China, Japan via Yokohama, Honolulu, U.S., Canada, Central & S. America, via San Francisco—Per EQUADOR, 14th Oct. Registration 10.15 a.m. Letters 11 a.m.
Shanghai & N. China—Per ANHUI, 14th Oct. 5 p.m.

SUNDAY, 15th October.

Swatow, Amoy & Formosa via Keelung—Per AMAKUSA MARU, 15th Oct. 9 a.m.
Hoibow & Haiphong—Per SUGGIANG, 15th Oct. 9 a.m.

FRIDAY, 20th October.

Straits, Ceylon, Durban, J. Han, Melbourne, Cape Town & United Kingdom—Per FUSEIMI M., 20th Oct. Registration 9.15 a.m. Letters 10 a.m.
Straits, Burma, Ceylon, Aden, Egypt & Europe. (The parcel mail will be closed on Thursday, 19th Oct. at 5 p.m.)—Per NOYARA, 20th Oct. Registration 10.15 a.m. Letters 11 a.m.

WEDNESDAY, 1st November.

Shanghai, N. China, Japan via Nagasaki, Victoria, Vancouver, United States, Central, South America & United Kingdom via San Francisco—Per EMPEROR OF RUSSIA, 1st Nov. Registration 4.15 p.m. Letters 5 p.m.
[Shanghai Ch. P.O. Monday, 4th Nov.]

SHIPPING NEWS.

ARRIVED.

Ajex, Br., ss. 4477, McHutchon, 10th Oct.—Singapore, 4th Oct. Gen.—B. & S. Horngmoh, Br., ss. 3534, Masson, 10th Oct.—Singapore, 5th Oct. Gen.—Chinese. Kaga, M., Jap., ss. 36 S. Togawa, 10th Oct.—Singapore, 4th Oct. Gen.—Y. Y. K. Magellan, Fr., ss. 196225, Romali, 10th Oct.—Marseilles, Gen.—M. M. Paul Locat, Fr., ss. 1544, Laford, 10th Oct.—Shanghai, 8th Oct. Gen.—M. M. Selup, N., ss. 365, Horvander, 10th Oct.—Bangkok, 1st Oct. Rice—T. & Co. Gihun M., Jap., ss. 136794, Noguchi, 11th Oct.—Moji, 6th Oct. Gen.—J. M. & Co. Hailhong, Br., ss. 127, Evans, 11th Oct.—Swatow, 10th Oct. Gen.—D. L. & Co.

DEPARTED.

Oct. 8.

Kalgan for Newchwang via Tientsin Tongchow for Singapore
Chioyang for Canton
Kito M. for Tientsin via Swatow
Owata M. for Canton
C.ongchang for Tientsin via Weihaiwei
Hoitan for Fookow via Swatow
Kwangsi for Canton
Lokwang for Haiphong via Hoibow
Alcinous for Liverpool via Singapore and Cape

Oct. 9.

Satauki M. for Dairen via Shanghai
Chin chow for Pt. Paracel
Teli for Saigon
Bendair for Yokohama via Nagasaki
Tokuwa for London via Singapore & Cape
Chiyo M. for Batavia
Sinhing for Canton

Oct. 10.

Wingang for Swatow and Shanghai
Kwangsi for Canton
Hokuto M. for Moji
Buzon M. for Kowloon
Ukai M. for Hongkong
Kueichow for Tientsin via Weihaiwei
Chenah for Shanghai
Fuyibus for Yokohama and Shanghai

CLEARANCES AT THE
HARBOUR OFFICE.

Oct. 11.

Hirang for Sandakan
Kaga M. for Yokohama via Shanghai
Kaifong for Haiphong via Hoibow
Eastern for Melbourne via Tientsin
Paul Locat for Marseilles via Haiphong
Marela for Yokohama via Shanghai
Shidun M. for Seattle via Shanghai
Kai kon M. for Chinwangtao

PASSENGERS ARRIVED.

Per ss. HOYNGMOH, from Singapore
Cook
Per ss. MAGELLAN, from Marseilles, on Oct. 10.
Bennett A. J. M.
Cassidy L.
Chang San-hung
Courtey Sister E.
Chao F.
Choi H.
Kajima Mrs F.
Kowahara Mrs M.
Koshima E.
Attanasoff Mrs A.
Baw Lie
Benjamin A. B.
Blechynden Mr & Mrs
Blanchett
Do-nison F. C.
Ede Mr & Mrs
Fung M. S.
Fenestration H.
Gubbay Miss
Harvill Miss
Holliday Mr & Mrs
L. C.
Koshima Miss
Labbe A. Miss
Labbe Miss M. M.
Nakamura Mrs F.
Okoshi F.
Sorens J. C.
Thwone Sam Mrs
Yip Kok
Kw. K. Miss A.
Low C. C.
Mackay E. A.
Ng Poo-ching Mr & Mrs
Pence Miss V.
Pence Mr & Mrs
R. aser Mr & Mrs
Suttler J. W.
Sung Ah Lum
Foster
Skellyn Mrs A. H.
Sou-wet Mrs de
Willamson Miss
L. C.

PASSENGERS DEPARTED.

Per ss. KAGA MARU, sailed from Hongkong for Japan, on Oct. 11.
Ate S.
Arai I.
Asaba
Bare stock
Blyth
Brady
Bradley Mrs
Carroll A. H.
Dryden
Paulkner
Fladkner Miss
Fon King-hing
Fujimoto Miss
Goo all
Godart Miss
Genoi
Haraguchi
Howitt
Hunt T. S.
Ichimura Dr K.
Inte
Lawrence J.
Low C.
Matsu U.
Schmidt H. D.
Smith
Takahima J.
Tesson Mr & Mrs
Ting Yichun
Wade T.
Per ss. SHIDZUOKA MARU, sailed from Hongkong for Japan, on Oct. 11.
Arizawa I.
Chang Shu-chao
Clarke Lt & Mrs
T. H.
Odohough G. A.
Haseida Y.
Kameda R.
Kerr R.
Li Keng-yuen
Lo Quan

THE ALEXANDRA CAFE.
Just arrived, Fresh assorted
American Sweets.

WEATHER REPORT.

On the 11th at 5.40—Red South Coas and Drum hoisted.

At 10.50—Pressure has decreased moderately from Kowloon to Shanghai and slightly along the south coast of China, over Oochia China, N. Borneo and the Visayas.

At 6 a.m. this morning the typhoon was to the west of the Balingiang Channel moving N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1913 inches, against an average of 78.54 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW

District	Forecast
1 Hongkong to Cap. Rock	N.E. winds, moderate to fresh; fine.
2 Formosa Channel	N.E. gales.
3 South coast of China between H.K. and Hainan	The same as No. 1.
4 South coast of China between H.K. and Lamoch	N.W. winds, moderate.

China Coast Meteorological Register.
11th October, a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Vietnam	6a	30.22	sw	1			
Namur	3a	30.15	sw	1			
Handate		30.13	sw	1			
Tokyo		30.08	sw	1			
Kobe		30.07	sw	1			
Nagasaki		30.05	sw	1			
Kagima		30.04	sw	1			
Oshima		30.02	sw	1			
Naha		30.01	sw	1			
Ishigima		29.91	sw	1			
Bonin Is.		29.89	sw	1			
Chifu	6a	30.10	64	89	sw	2 b	
W. Hainan							
Hankow							
Johang							
Kiukiang							
Changsha							
Shanghai		30.09	63	94	sw	1 0	
Chienai		30.04	67	84	sw	4 0	
Sharp P.		29.84	74	76	sw	2 0	
Amoy	9a	29.98	76	69	sw	1 0	
Swatow	6a						
Taihu	5a	29.74	75	88	sw	2 0	
Taihu		29.75	73		sw	0 0	
Taiwan		29.75	73		sw	2 0	
Peking		29.76	75		sw	4 0	
Peking		29.75	75		sw	7 0	
Qanton	6a	29.91	71	80	sw	2 0	
H'kong		29.86	75	84	sw	0 0	
Cap Rock		29.87			sw	1 0	
Macao		29.88	73	89	sw	2 0	
Wuchow	9a						
Fahlo							
Holow							
Phuilen	7a	29.92	70	96	sw	4 0	
Tourane		29.79	75		sw	4 0	
C. St. J.		29.75	77		sw	2 0	
Agatti							
Dagupan		29.80	75	92	sw	0 0	
Manila		29.80	75	92	sw	1 0	
Legaspi		29.81	79	91	sw	0 b	
Tacloban							
Davao		29.78	75	94	sw	2 0	
Surigao		29.75	80	85	sw	4 b	
Lobuan							
as. RAIDO-TELEGRAM.							
*Nikko M.	6	29.85	70		sw	7 0	

T. F. CLAXTON, Director.

Hongkong Observatory, Oct. 11, 1916.
1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenth and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.
4 Direction of Wind, to two points.
5 Force of Wind, according to Beaufort Scale.
State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.
*Lat. 24.00 N. Long. 111.28 E.

METEOROLOGICAL.

	Previous		
	Day On date		On date
	at p.m. at a.m.		at a.p.m.
Barometer	29.92	29.91	29.96
Temperature	84	75	83
Humidity	64	78	63
Wind Direction	NE CALM		W
Force	1 0		3
Weather	c o		o
Kale	0.00	0.00	0.00
Highest temp. air	Temperature on land		75
Lowest			
H.K. Observatory, October 11, 1916.			
T. F. CLAXTON, Director.			

TIDE TABLE.

From 10th Oct. to 16th Oct., 1916.

High Water	Low Water	High Water	Low Water
Mean	Mean	Mean	Mean
Time	Time	Time	Time
Mon. 10	11.15	11.15	11.15
Tue. 11	11.15	11.15	11.15
Wed. 12	11.15	11.15	11.15
Thur. 13	11.15	11.15	11.15
Fri. 14	11.15	11.15	11.15
Sat. 15	11.15	11.15	11.15
Sun. 16	11.15	11.15	11.15

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